



Official and Classified ADVERTISEMENTS

Continued from Page 34

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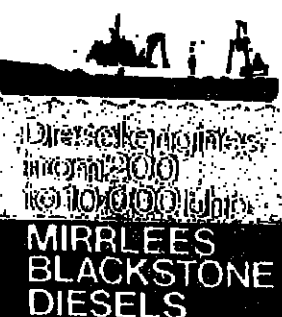


March 3, 1978

No. 3868

Est. 1913

15p



FISH FACTORY COLLAPSES Skippers face cash crisis

FISHERMEN HAVE been left whistling for their money following the collapse of the Scottish fish processors Scofisco. A receiver has been called in by the Scottish Development Agency which resurrected the firm last year from the ashes of Unkles (Seafoods) Ltd. after it had gone into liquidation. The SDA put £825,000 into the company and the Scottish Fishermen's Organisation invested £25,000. Overdraft facilities were provided by the Clydesdale Bank. The company started up last June.

The main factory was based in Glasgow, with subsidiary plants at Tarbert and Islay. Over 100 employees were told they were out of a job last Friday.

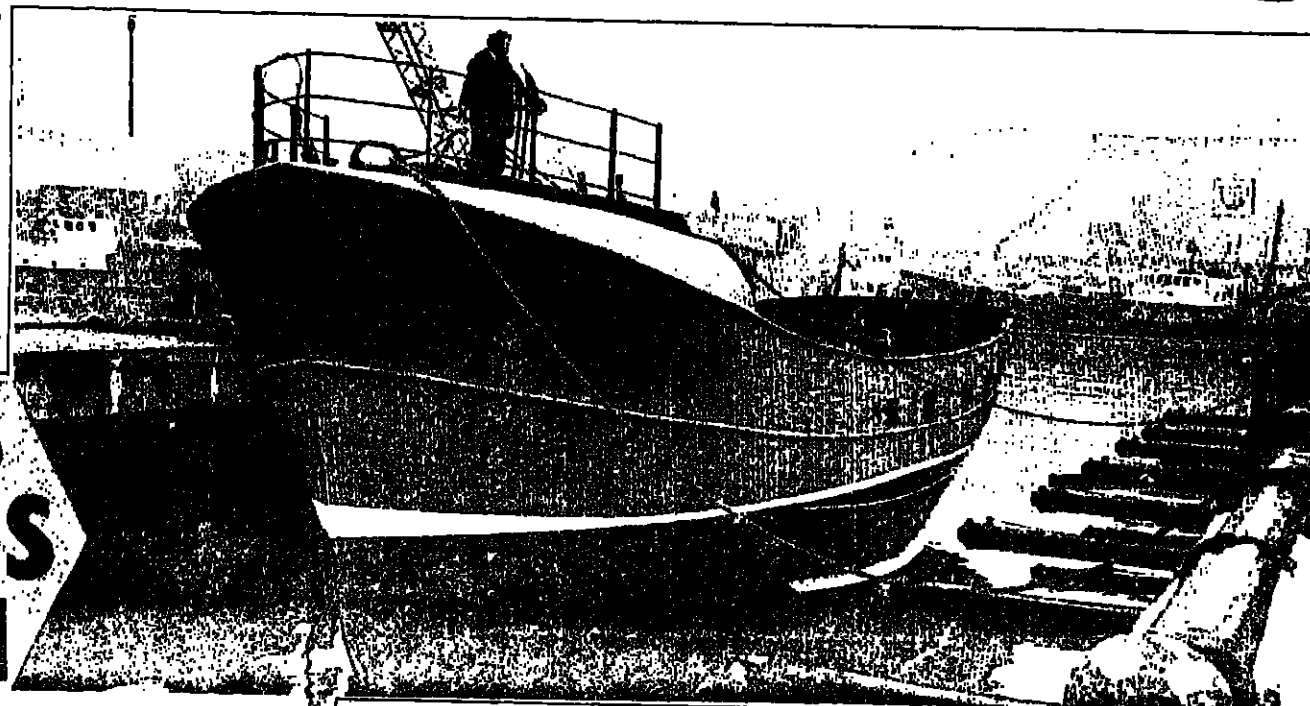
The money owed to fishermen for supplies runs into many thousands of pounds. SFO members claim to have a total of £27,000 outstanding.

Financial problems as a result of the collapse are not confined to Scottish fishermen.

Three Devon scallop fishermen claim they are owed a total of £3,650 by Scofisco and look like joining the receiver's queue for a payout when the firm's finances are sorted out.

Peter Hambley, skipper of the Plymouth scalloper *Anjika*, told *Fishing News*: "We have been led up the garden path. The firm's manager at Islay, Douglas Keith, promised us a £10,000 guarantee bond at any bank. Then, after four payments — bang. We were told the firm had government backing. Peter Hambley is owed £2,000 and his brother David.

Turn to page ten



LEWIS BUILDS AGAIN

THE FIRST trawler built since the Aberdeen shipyard of John Lewis and Sons announced it was going over to oil work was launched last week (above).

The yard — now the John Wood Group Ship Repairing Co. — has undergone extensive modernisation over the past two years to repair and overhaul the largest oil rig support vessels operating in the North Sea. But facilities for building were retained and now the first of two 78ft. steel sloop-trawlers for the Don Fishing Co. (a Wood Group subsidiary) is in the water.

An official naming ceremony will be held on completion of the vessel later this spring and she will work through Don's Peterhead office. She is to be named *Castlewood* and will fish under Skipper George Skene of Portnook who, together with his three brothers, will be a shareholder in the vessel.

Her equipment will include a Deutz 460 hp engine, Northern Tool and Gear winch, Rapp power block and Fishing Hydraulics rope reel. *Castlewood* is one of four 78ft. steel vessels being built for the Don Fishing Co. The first two are *Shielwood* and *Marlewood* which were built at Camplowtown Shipyard.



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ACCIDENT VERDICT ON BOSTON SEA RANGER

A 14 HOUR TIME lag between alerting RNAS Culdrose, Cornwall, and the first rescue helicopter getting away was mentioned by the West Cornwall Coroner at the *Boston Sea Ranger* inquest at Penzance on Tuesday.

The inquest was being held on three fishermen from the £1m. Lowestoft stern trawler which capsized and sank off Gwennap Head, Cornwall, early on December 5 last year. There were only three survivors of the eight men on board; two bodies have not yet been found.

Survivors in their lifeboats saw ships passing by which did not respond to their hand flares and rockets.

Two survivors who saw ships pass by their lifeboats in the dark were her skipper, Ian Lacey, and the mate Michael Reynolds.

Skipper Lacey of Glebe Close, Lowestoft, told the Coroner: "I think they were two ships steaming westerly. They passed us to the south. We were in the water and you think the ships are closer because you are lower."

The skipper of *Arctic Buccaneer* (the freezer trawler which joined in the rescue) said that when he steamed to our flares he passed a cargo ship on a reciprocal course.

"He must have been close, but how close I don't know," remarked Skipper Lacey.

Mr. Reynolds, who was in another lifeboat for two hours and was rescued by Sennen lifeboat, said he saw two or three big ships and sent up hand flares and hand rockets, but they just carried on.

"You could see the lights on them plain enough," he told the Coroner.

The mate spoke of the night of the tragedy and said that he had not yet returned to sea. He had identified the bodies of the three dead fishermen.

Boston Sea Ranger left Newlyn on Sunday, December 4, in fair weather with 20 tons of fish on board. The West Cornwall Coroner, Geoffrey Robins, said that from the Department of Trade inquiry it appeared that *Culdrose* was alerted at 2.43 a.m. and it was 4 a.m. before the first helicopter got away.

There may be a good reason for that, he remarked. But a time lag of that duration could mean the difference between lifting a corpse and a living person."

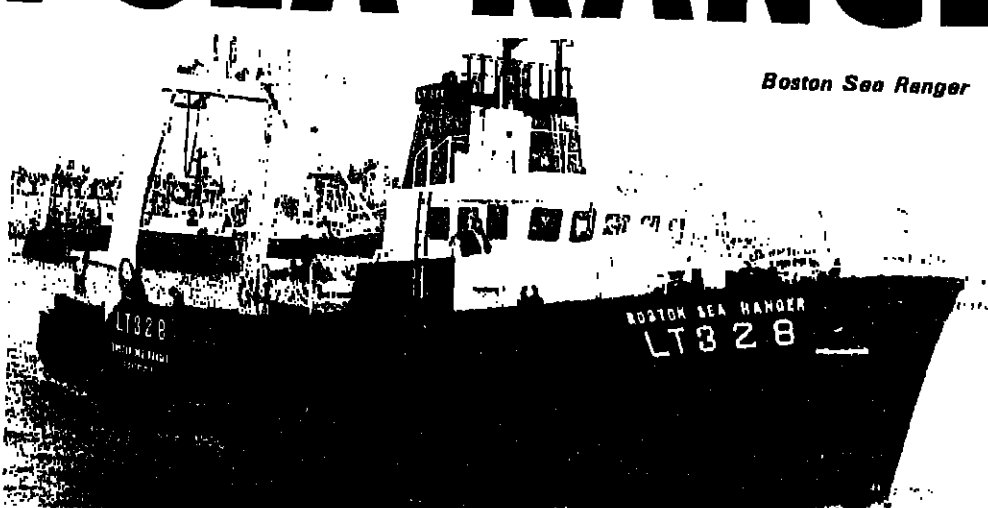
Lt. Raymond Arthur Doggett, the observer-navigator in the second Sea King helicopter which went to the scene, told Mr. Robins that the crew assured him they were called out about 3.10-3.15 a.m. They were frequently airborne within half-an-hour.

The Coroner, who wondered why there was an 14 hours delay, said he was in no position to criticise, but raised the question of whether such a time lag could be reduced. "Time is so often a vital factor," he added.

"The delay appears to be large really understand the amount of work and danger that the RNLI subject themselves to," said Mr. Robins. Lt. Doggett said the first helicopter arrived on the scene at 4.05-4.10 a.m. and his helicopter just before 5 a.m.

In recording the verdict, Mr. Robins said he only raised the question about the rescue services because it seemed to him that if it were possible — and it may be impossible — to reduce the time lag between the warning being received and the first helicopter being despatched, "it might in some cases be the difference between life and death."

He added: "Naval personnel are here and will no doubt think about that, and I am sure if anything can be done to accelerate that."



despatch of the rescue services it will certainly be done."

On behalf of the public he thanked the crews and officers in charge of the rescue services at Culdrose for the work they did "often at immense danger to themselves to save human life."

Mr. Robins also praised the RNLI which is always ready to go to the aid of those in distress.

"I am not sure the public at large really understand the amount of work and danger that the RNLI subject themselves to," he said. Sympathy was expressed to the bereaved families.

The evidence was overwhelmingly clear that all three men lost their lives in the accidental foundering of the vessel. Death was due to accidental drowning.

The inquest was on: Anthony Hugh Smith, of Suffolk Road, South Town, Yarmouth (33), the ship's cook; John Stephen Clark (23) of Love Road, Lowestoft, a deckhand; and Thomas Switzer of Tralee, Ireland (46), deckhand and second engineer.

Dr. Frederick Hocking, Cornwall's pathologist, said Mr. Clark and Mr. Switzer died at sea. He was informed that when the list of the ship was done by him, Mr. Smith arrived on land.

was thought he may have had a very slight pulse, but his temperature was very low at 27 degrees Centigrade. It would be difficult to restore body function.

The inquest heard of the recovery of bodies from the sea by the Sennen lifeboat, of transfer to the Hull freezer trawler *Arctic Buccaneer* and flight back to Culdrose.

Describing the boat's final trip, Mr. Reynolds said they continued catching mackerel and hauled at about 11.30 p.m. and took another 20 tons of mackerel on board. He said that over 70 tons would be a safe maximum load.

They hauled for about an hour, lying broadside to the wind, stopping the ship and kept bagging the fish.

The hatch was open to take the fish below and it was his job to go down there and see the fish was kept level and in reasonable trim.

"Everything was normal," Mr. Reynolds said. He came up and informed the skipper they were getting nearly full up, and went down to see the started bagging-up the fish. They put a port list on the ship to get the fish to the port side as well as the starboard side.

"I asked the chief to take the list off, which he was doing. This was done by him."

ping water in the ballast tanks," he said.

Then, as he came out of the engine room, the swell came up the ramp on the stern of the vessel and down the port side hatch. It was not unusual to have a sea on the deck when they were loading because the stern was more in the water, but this time it came on and went down the hatch and gave us a list to port.

They battened down the hatch, but the trawler kept going over to port. "In a matter of minutes she had gone over," said Mr. Reynolds.

Boston Sea Ranger was at least three-quarters full of fish at the time.

Mr. Reynolds was told to free the lifeboats and did this on the port and starboard sides, also he launched the starboard lifeboat. He slipped and fell into the water as they were pulling in the slack rope, but still had hold of the line and managed to get on a raft.

"I had a look around and it was all dark, and decided to open up the container and get the flares out and put some light on the water to see if I could see anybody else."

"Standing in the lifeboat with the flares out down the vision through the flares, and search and search and search."

after that it was impossible to see anything and for me I lost vision," he added.

He was joined by a hand Raymond Palmer swam to the lifeboat. He sent up distress rockets kept shouting, but did not see anyone. They swam from the other lifeboat, naturally assumed that men were there.

When they were picked up by the lifeboat, they saw the other lifeboat and that only Skipper Lacey on board.

Skipper Lacey said evidence that all the men were in the "abandoned" position on the starboard side of the bridge. He was on board the ship when it was swept off by the sea.

As she went down, the side lifeboat came up and floated automatically. There was a noise of a motor, but nothing would worry a boat fishing.

Two high waves came over the ramp. Skipper Lacey left the "abandoned" position to go down below everyone was there.

He did not give the command to abandon ship because he did not think the ship was going to sink. He went down to his lifejacket, and the space of about a minute.

He said the ship had listed to 80 degrees and the port side was under water. Then the lights went out and he said.

• RNLI *Culdrose* pointed out on Wednesday that the skipper, asked by the Department of Trade to provide a list of services at the time of the inquest, in this case was well within the limits of what was expected of him.

The search and rescue crews are in the time helicopter, and the day and night search and search and search."

BOAT MISSING WITH 8 CREW

AN AIR SEARCH started at first light on Wednesday for a Fraserburgh seine net boat with eight men on board.

Richard Irvin, agents for the 78ft. *Enterprise*, alerted the coastguard after the vessel failed to respond to a radio message.

She had last been in touch with another Fraserburgh boat on Thursday last week when her position was about 80-miles east of Lerwick, Shetland. Fog and storms have been reported in the area.

An RAF Nimrod was despatched to search an area of 80 miles radius around the last known position of the boat. A number of fish boxes were sighted from the plane and, on Wednesday, the

boat *Boy Andrew* of Peterhead was making for the area to locate and identify the boxes.

Mary Croan reported sighting a lifebelt 80 miles away from the last reported position, but it was lost in the darkness while hauling.

Coastguards were also searching the eastern coastline of Shetland and a helicopter was standing by at Sumburgh airport, near Lerwick.

In command of *Enterprise* when she went missing was a Fraserburgh man, John Seally Jnr., the son of the owner, John 'Jackie' Seally of Cairnburg. He has been unable to work the boat lately due to ill health.

Enterprise was built in 1970 in the Richard Irvin boatyard, Peterhead. She is of traditional cruiser-stern design in wood.

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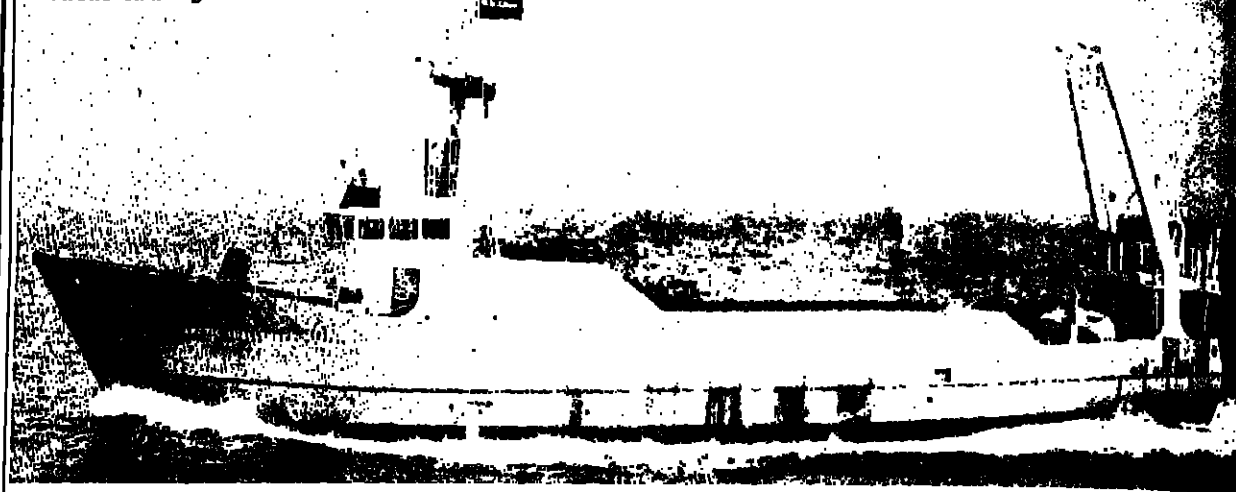
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Arctic Challenger



Granton chasing Aberdeen hard

TOP SHIPS in the Granton fleet were chasing hard on the heels of their counterparts in Aberdeen last year.

Outstanding in a string of Liston-owned successes was Arctic Challenger with £469,511. Skipper Ken Grubb was in command of this vessel

which spent 235 days at sea. Arctic Challenger put ashore a £25,358 catch of white fish after a 12-day voyage for her top trip of the year. On a single-day pelagic trip she hit £8,177. Arctic Invader took second place. Under Skipper Jock Robb, she put ashore landings worth £250,196 from 302 days at sea.

In her first year at Granton the former Fleetwood trawler Zonia (now renamed Arctic Brigand) did very well. She made £348,829 for her 260-sea days under Skipper Alec Wood. The Brigand also made £27,756 for a 14-day trip.

A most encouraging performance was put up by Arctic Riever which, along with Arctic Challenger, has been plagued by mechanical troubles. Skippers Andrew Wanless and David Wright made £324,370 with Arctic Riever for 238 days at sea.

Among the other top performances at Granton were: Arctic Explorer (Skipper

John Banyard) £290,752 for 300 days; Arctic Crusader (Skipper Peter Wanless) £212,325 for 257 days; and Arctic Attacker £148,182 (Skipper Ian Smith) for 189 days.

All credit must go to the skippers, crews and shore staff for the enormous effort put in by them during the year," said Liston's managing director, Munro Liston.

"Our main fears for the future are the rapidly escalating costs of running these vessels with the ever-decreasing fishing opportunities.

"However, with the unique position Granton has in its ability not to be tied to one market, I feel we are better equipped to withstand the problems of the future than many other ports."

The company had been encouraged by the performance of Arctic Riever and Challenger, which after mechanical set-backs were beginning to perform as they were intended to, Munro

Liston told Fishing News.

"During the year these ships had proved their suitability by fishing for blue whiting, herring, ling and mackerel."

Both Riever and Challenger are now in the south-west making transshipping to Russian tory ships.

Lecture series

THE THIRD lecture in the 1978 Buckland Foundation series will be given at Stromness Academy, Orkney, on March 10 at 7 p.m.

This year the lecture will be given by Dr. Eric Wards, principal scientist at the Fisheries Laboratory, Thurston, Orkney, on the biology and fishery of the European eel.

'GAVINA' BRINGS IN £47,801 TRIP

FLEETWOOD'S grossings last week were dominated by the stern trawler Gavina (Skipper Charlie Scott) which returned from the Norway coast with her 1,454 kits selling for £47,801.

The French stern trawler Janine Andree had less good fortune. She landed 2,227 kits, including more than 2,000 of coley, for a disappointing £38,612.

A lot of the coley in her catch went to the salters at £14 a kit — because it was in plentiful supply.

The port's own home water grossings were led by the pair fishing teams Armana/Navena and Idena/Norina. But the arrival of Navena, Skipper John Burns, was not without difficulty.

The vessel had an engine problem which resulted in her being towed into port by Armana, with Skipper Tom Christie in command. While on their way down the Wyre Channel, Navena grounded on a bank, making her miss the tide and so she was a day late in landing.

Armana landed the day before and made £30,035 from 1,292 kits, including 500 of cod, 80 of haddock and 800 of coley. Navena fared less well when her 1,151 kits — 300 of cod and 700 of coley — sold for £23,140.

Idena (Skipper Gordon Wignall) landed 1,372 kits worth £33,889. Her pair partner Norina (Sk. Bill Reader), made £31,604 from 1,376 kits, including more than 500 of cod and 450 of coley.

Top local side trawler was Wyre Vanguard with a grossing of £18,533.

An indication of the week's markets as the week was given by the grossing of Wyre Vanguard's sister ship Wyre Defence, which landed later in the week. She took 800 of haddock and 800 of whiting, which sold for £14,889.

It was a slack week for water landings with three vessels coming in of the most successful was Irish beam trawler Jacob which landed 800 kits grossing £8,831.

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March 3, 1978

Casual working reply

A NEGOTIATED agreement between union and management is the best way to end casual working in the fishing industry.

Harold Walker, Minister of State for Employment, has made this statement in a written Commons reply.

He told John Prescott (Lab. Hull, East) that he has had discussion with representatives of union and employers and had made it clear that he firmly believed that was the best way.

He hoped for progress in further discussions.

CHARLES William Cale, for many years the foreman lumper with the Boston Group at Grimsby, died suddenly at his home on February 19. He was 66. Mr. Cale, who had retired, is survived by a widow, a son and two daughters.

IRISH 50-MILES CLAIM DROPPED

THE IRISH claim for a 50-mile exclusive fishing limit has been formally abandoned. The decision was not a great surprise after many difficulties had developed, but the manner in which it was announced was a shock to many fishermen.

The chairman of the Irish Fishermen's Organisation, Joey Murrin, and the Minister for Fisheries, Brian Lenihan, announced jointly that the 50-mile limit was not 'a realistic proposition at this time' at a press conference in Dublin on Wednesday last week.

They said that they would work together on drawing up

interim fishing plans for 1978.

Mr. Murrin had been a vociferous campaigner for the limit, including running a protest march at Government Buildings in Dublin a week before. He said he was not "throwing in the towel." The facts were that the 50-mile exclusive limit had been removed from EEC negotiations as a live issue by the Irish Government.

This had left the IFO with no choice — for if it remained on the streets protesting, it would be outside the drawing up of plans for fishing zones.

The IFO, in a statement a day after the joint announcement, said that it could try to ensure the best possible deal for Irish fishermen if it participated in drawing up fishing plans.

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Mr. Murrin will be recommending this to the executive and that it accepts the Minister's invitation to participate. He maintains that nothing can now be gained by remaining on the outside.

It is believed that the other fishing organisation, the Irish

Fish Producers' Organisation, was in favour of negotiating fishing plans under agreed EEC terms and that there was a split in opinion in the IFO.

Mr. Murrin commented after the developments that, if the proposed working committee to draw up fishing plans could not achieve the desired results through temporary fishing plans, the IFO would be more vocal than ever in its condemnation of such plans — and it would not be party to anything that would operate to the detriment of Irish fishermen.

"The 50-mile limit is no longer an issue, as it will not be entertained by the Government in its negotiations with the other EEC members," he said.

'Yes' to effort limit — Bishop

IAIN SPROAT, Conservative MP for Aberdeen, South, has asked whether the Fisheries Minister intends to seek effort quotas as the basis for the new common fisheries policy.

Edward Bishop, Minister of State, in a written reply, said: "The Government has made clear the importance it attaches to restricting fishing effort by the vessels of other member states within the United Kingdom 0 to 12 miles and 12 to 50 mile coastal belts as part of a satisfactory settlement of the Common Fisheries Policy."

Island limit risks a row

THE Norwegian Fisheries Ministry is considering setting up a 200-mile economic zone around the Arctic island of Jan Mayen — at the risk of a row with Iceland.

The introduction of an EEZ round Jan Mayen is expected to be vigorously opposed by Iceland, which claims that the island is uninhabited. However, Norway does maintain a radio station there.

Whether this, according to international law, makes the island inhabited is in dispute between Norway and Iceland. The point is vital because it is generally accepted that only inhabited territory is entitled to an EEZ.

When Iceland established its economic zone, the median line principle was chosen in fixing boundaries vis-a-vis Greenland and the Faroe Islands. But Iceland has declared that it does not recognise the median line principle in determining a boundary for Jan Mayen.

A decision is due to be taken by Norway this year. Comprehensive information about all the 738 foreign vessels allowed to fish in the Norwegian zone this year is now stored in a computer at the Fisheries Directorate in Bergen.

The computer is linked with four terminals along the coast and there is a continual flow of data to and from coastguard ships.

FRIERS — STICK TO YOUR BATTER!

SIR, It was with disbelief that I read the article "Four-Day Fishing Plan" (Fishing News, February 24) which outlined a scheme formulated by the Confederation of Fried Fish Caterers' Associations for a fixed four-day fishing week.

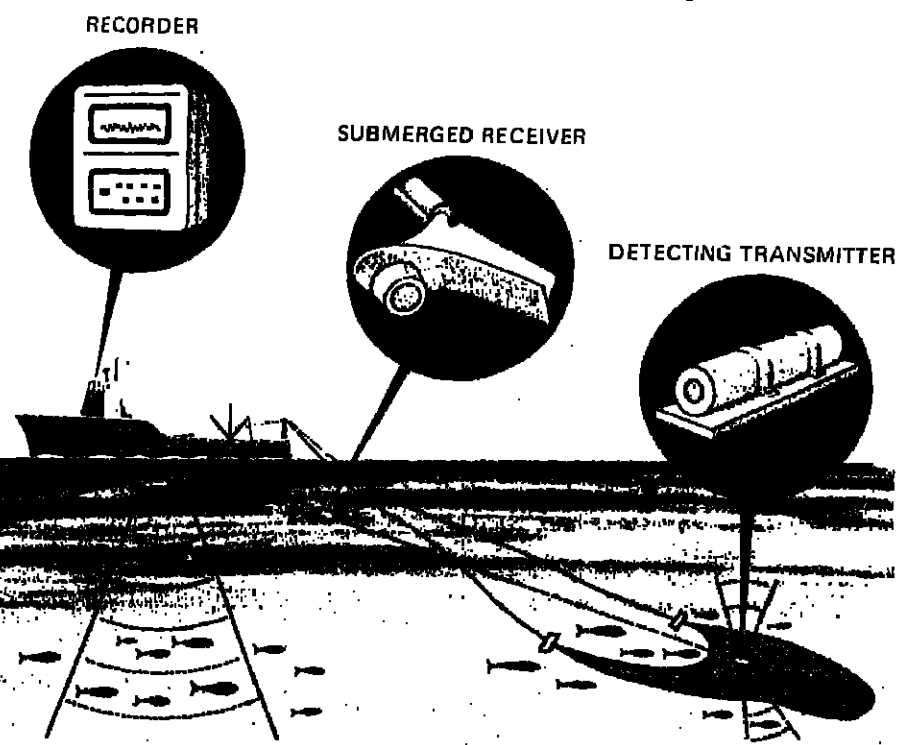
Doubtless well-intentioned, the idea of being storm bound for four days of the week and then prohibited from fishing for the remainder is ridiculous — perhaps the fish and chip shops would also consider a four-day week to conserve supplies. I doubt it!

The last paragraph states that, with fixed days of the week for fishing, everybody would land on certain days making life easier for processors and merchants. I believe they would like the fish and chip men should stick to their better and bread crumbs and leave it to the men who know their job.

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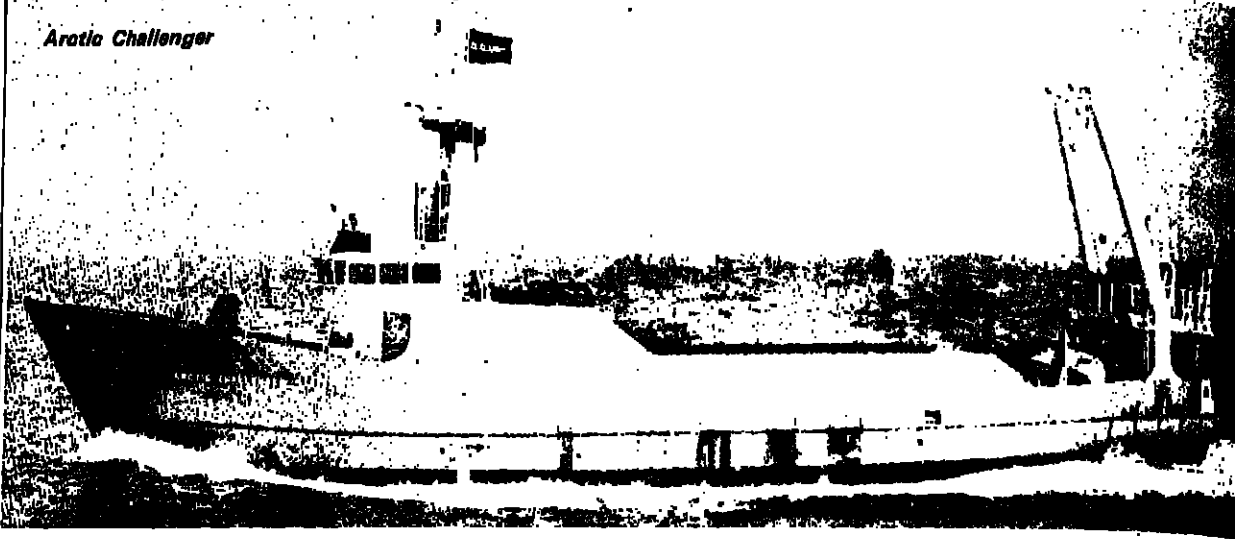
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Granton chasing Aberdeen hard

TOP SHIPS in the Granton fleet were chasing hard on the heels of their counterparts in Aberdeen last year.

Outstanding in a string of Liston-owned successes was *Arctic Challenger* with 2469,611. Skipper Ken Grubb was in command of this vessel which spent 235 days at sea.

Arctic Challenger put ashore a £25,358 catch of white fish after a 12-day voyage for her top trip of the year. On a single-day pelagic trip she hit £8,177. *Arctic Invader* took second place. Under Skipper Jack Robb, she put ashore landings worth £250,196 from 302 days at sea.

In her first year at Granton the former Fleetwood trawler *Zonia* (now renamed *Arctic Brigand*) did very well. She made £348,829 for her 260-sea days under Skipper Alec Wood. The *Brigand* also made £27,766 for a 14-day trip.

A most encouraging performance was put up by *Arctic Riever* which, along with *Arctic Challenger*, has been plagued by mechanical troubles. Skippers Andrew Wanless and David Wright made £324,370 with *Arctic Riever* for 238 days at sea.

Among the other top performances at Granton were: *Arctic Explorer* (Skipper

Merchants could write new ad for beer

ARBROATH'S fishing community aims to 'get in on the act' now that Scottish and Newcastle Breweries is offering a prize of £100 for a winning slogan to go with an advertisement for its Tartan Special beer.

Fish merchants in Arbroath were furious recently over a Tartan Special television advert, *Fishing News*, February 24.

Now Scottish and Newcastle Breweries, which has already apologised to the Arbroath fishing community, is seeking winning lines to go with the words: "But your beer is good," along with a picture of Harry Towb, the Irish-born actor, drinking Tartan Special beer.

Morris Scott, a spokesman for the Arbroath fish merchants, said this week: "Arbroath's fishermen and fish buyers have a great sense of humour and many will be entering for this contest. Meanwhile we await the visit to Arbroath of Mr. Towb."

South Angus MP, Andrew Welsh, has received a letter from Mr. W. Hallam, marketing controller for Scottish and Newcastle Breweries.

He wrote: "We are certainly putting the idea of a visit to Arbroath to Mr. Towb. We would hope that something could be arranged that might provide a happy ending to something which has caused some concern to the people involved in the Arbroath fishing industry."

'GAVINA' BRINGS IN £47,801 TRIP

FLEETWOOD'S grossings last week were dominated by the stern trawler *Gavina* (Skipper Charlie Scott) which returned from the Norway coast with her 1,454 kits selling for £47,801.

The French stern trawler *Janine Andree* had less good fortune. She landed 2,227 kits, including more than 2,000 of coley, for a disappointing £38,612.

A lot of the coley in her catch went to the salters at £14 a kit — because it was in plentiful supply.

The port's own home water grossings were led by the pair fishing teams *Armana*/*Navena* and *Idena*/*Norina*. But the arrival of *Navena*, Skipper John Burns, was not without difficulty.

The vessel had an engine problem which resulted in her being towed into port by *Armana*, with Skipper Tom Christie in command. While on their way down the Wyre Channel *Navena* grounded on a bank, making her miss the tide and so she was a day late in landing.

River Tweed frozen over

FOR THE first time in 30 years Berwick's River Tweed has been frozen over at its mouth.

Between Berwick Bridge there was a one-luch covering bank-to-bank despite the tidal movement.

"And as the sub-zero conditions went on Berwick's Tweed Dock was almost

John Burgess

John Banyard) £290,752 for 300-days; *Arctic Crusader* (Skipper Peter Wanless) £212,925 for 257-days; and *Arctic Attacker* £148,182 (Skipper Ian Smith) for 189-days.

"All credit must go to the skippers, crews and shore staff for the enormous effort put in by them during the year," said Liston's managing director, Munro Liston.

"Our main fears for the future are the rapidly escalating costs of running these vessels with the ever-decreasing fishing opportunities."

"However, with the unique position Granton has in its ability not to be tied to one market, I feel we are better equipped to withstand the problems of the future than many other ports."

The company had been encouraged by the performance of *Arctic Riever* and *Challenger*, which after mechanical set-backs were beginning to perform as they were intended to, Munro

Liston told *Fishing News*. "During the year these ships had proved their suitability by fishing for sea blue whiting, herring, ling and mackerel."

Both *Riever* and *Challenger* are now in the south-west making transshipping to Russian trawlers.

Lecture series

THE THIRD lecture in the 1978 Buckland Foundation series will be given at Stromness Academy, Orkney, on March 10 at 7.30 p.m.

This year the lecture is given by Dr. Eric A. Riebel, principal scientist at the Fisheries Laboratory, Humberston on Crouch, Essex, on the biology and fishery of the European edible crab.

When Iceland established its economic zone, the median line principle was chosen in fixing boundaries *vis-a-vis* Greenland and the Faroe Islands. But Iceland has declared that it does not recognise the median line principle in determining a boundary for Jan Mayen.

A decision is due to be taken by Norway this year.

Comprehensive information about all the 738 foreign vessels allowed to fish in the Norwegian zone this year is now stored in a computer at the Fisheries Directorate in Bergen.

The computer is linked with four terminals along the coast and there is a continual flow of data to and from coastguard ships.

FRIERS — STICK TO YOUR BATTER!

SIR, It was with disbelief that I read the article "Four-Day Fishing Plan" (*Fishing News*, February 24) which outlined a scheme formulated by the Confederation of Fried Fish Caterers' Associations for a fixed four-day fishing week.

Doubtless well-intentioned, the idea of being storm bound for four days of the week and then prohibited from fishing for the remainder is ridiculous. The fish and chip shops would also consider a four-day week to conserve supplies. I doubt it!

The last paragraph states that, with fixed days of the week for fishing, everybody would land on certain days making life easier for processors and merchants. I believe they would like the idea to catch spotted fish and, landed in half-stone boxes and, preferably, delivered to the door.

The confederation's ideas were voiced in a recent interview on Radio 4, the interview

Casual working reply

A NEGOTIATED agreement between union and management is the best way to end casual working in the fishing industry.

Harold Walker, Minister of State for Employment, has made this statement in a written Commons reply.

He told John Prescott (Lab, Hull, East) that he has had discussion with representatives of union and employers and had made it clear that he firmly believed that was the best way.

He hoped for progress in further discussions.

CHARLES William Cale, for many years the foreman lumper with the Boston Group at Grimsby, died suddenly at his home on February 18. He was 66. Mr. Cale, who had retired, is survived by a widow, a son and two daughters.

IRISH 50-MILES CLAIM DROPPED

THE IRISH claim for a 50-mile exclusive fishing limit has been formally abandoned. The decision was not a great surprise after many difficulties had developed, but the manner in which it was announced was a shock to many fishermen.

The chairman of the Irish Fishermen's Organisation, Joey Murrin, and the Minister for Fisheries, Brian Lenihan, announced jointly that the 50-mile limit was not "a realistic proposition at this time" at a press conference in Dublin on Wednesday last week.

They said that they would work together on drawing up

'Yes' to effort limit — Bishop

IAIN SPROAT, Conservative MP for Aberdeen, South, has asked whether the Fisheries Minister intends to seek effort quotas as the basis for the new common fisheries policy.

Edward Bishop, Minister of State, in a written reply, said: "The Government has made clear the importance it attaches to restricting fishing effort by the vessels of other member states within the United Kingdom 0 to 12 mile and 12 to 50 mile coastal belts as part of a satisfactory settlement of the Common Fisheries Policy."

Island limit risks a row

THE Norwegian Fisheries Ministry is considering setting up a 200-mile economic zone around the Arctic island of Jan Mayen — at the risk of a row with Iceland.

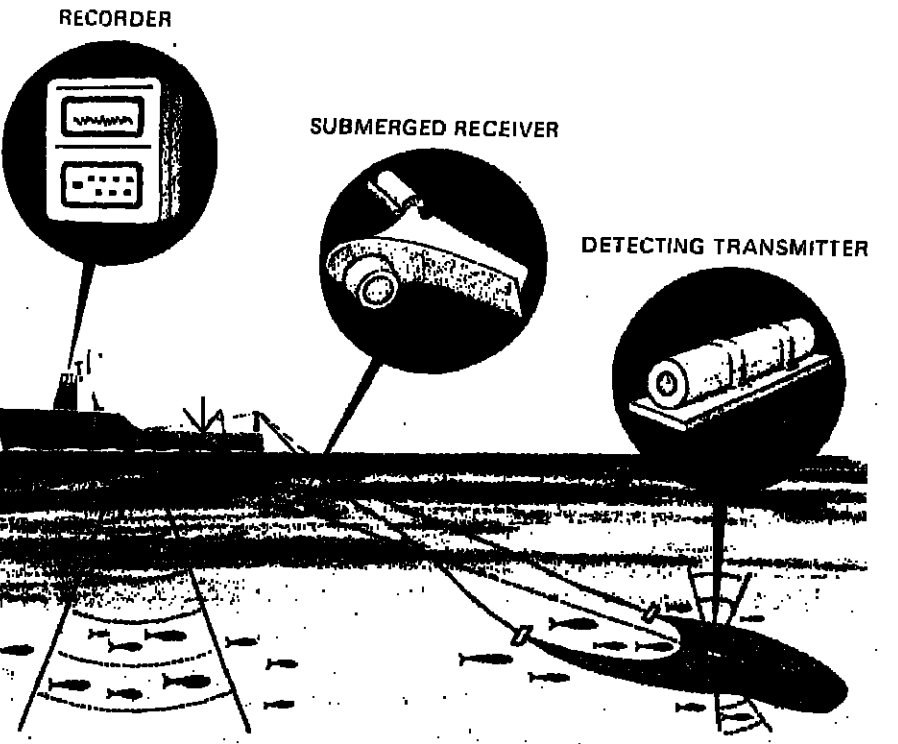
The introduction of an EEZ round Jan Mayen is expected to be vigorously opposed by Iceland, which claims that the island is uninhabited. However, Norway does maintain a radio station there.

Whether this, according to international law, makes the island inhabited is in dispute between Norway and Iceland.

The point is vital because it is generally accepted that only inhabited territory is entitled to an EEZ.

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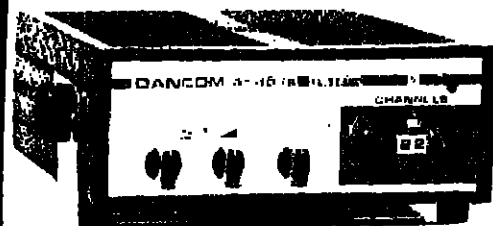
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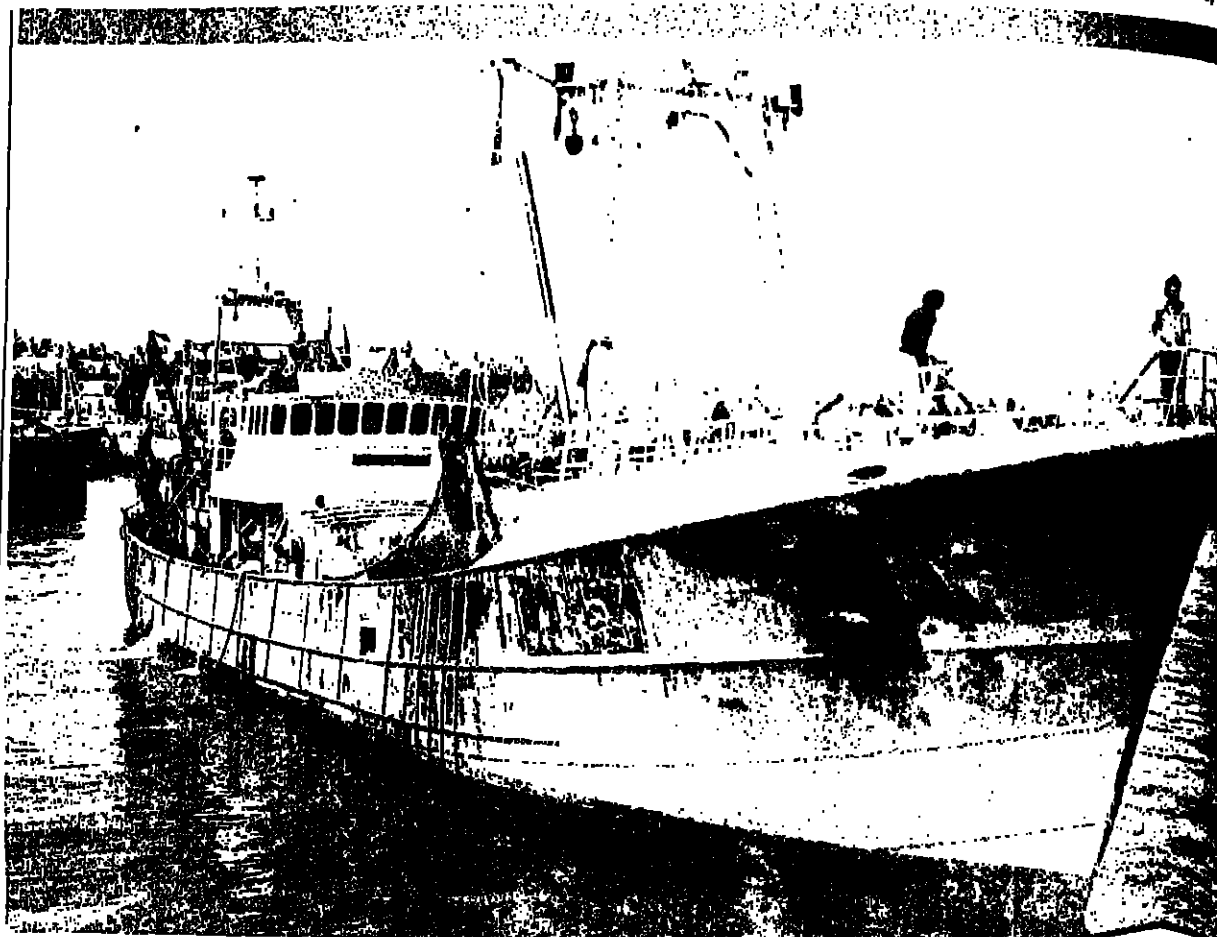
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The 128 ft. trawler
Mary Agnes, seen here
Fraserburgh, has to
start landing whitefish
at Peterhead.

PETERHEAD was less than £1m short of beating Aberdeen last year. The total weight and value of all species landed at Peterhead by British and foreign vessels amounted to 1,272,207 cwt. worth a fantastic £26,415,641.

Neighbouring Aberdeen, the top Scottish port, had 1,371,363 cwt. valued at £27,200,000.

White fish valued at £25,757,655 accounted for the bulk of landings at Peterhead and the average value per cwt. was £20.37, as against £14.42 in 1976.

Over 400 boats put catches ashore — the vast majority of them being seine-net vessels.

Despite the cut-back in the boatbuilding programme there are still new vessels joining the Scottish fleet. As few of the older craft are being sold away from the port the number fishing from Peterhead is still increasing. Skipper Andrew Strachan of Peterhead has begun fishing with his new Campbelltown-built 85-footer *Challenger II* (Fishing News, February 17), although his previous boat *Challenger* (PD104) is still working from the port.

She has been bought by Moray Firth owners and it is expected that she will be given a new name shortly.

Challenger, built in 1970 at the Richard Dunston yard, is a steel-hulled 80-footer powered by a Caterpillar 425 hp engine.

A sister-ship to *Challenger*, the 80 ft. *Serenus* also built by Richard Dunston in 1970,

PETERHEAD a monthly report

Agent

A new Sutherland step-up gearbox will be fitted at the fore end of the engine to transmit power to the hydraulic pumps for the deck machinery. The work is being carried out by the Northern Engineering Works, an agent for B. & W. Alpha.

Last year *Serenus* was fitted with an aluminium gut-

ting shelter and Lössie Hydraulics rope reels.

The white fish fleet has made a good start to 1978 despite poor weather.

Landings in January amounted to 83,630 cwt. worth £2,022,629, as against 96,731 cwt. valued at £1,868,480 during the same period in 1977.

The biggest daily landing of the year was made on February 10 when 58 boats put ashore 9,515 boxes, including 1,300 boxes from the 86 ft. pair trawlers *Morning Dawn* and *Unity*.

Fishing under skippers David Morgan and John McLean, this pair is showing how well this recent method

of fishing can work. Coley and quite a lot of haddock had been made in an eight-day trip.

June Rose II, an 85-footer, also put ashore, bringing catch on the same day her 223 boxes included 11 cwt.

The majority of the working out of Peterhead boats, but often some are put in an appearance further afield.

The trawler *Mary Agnes*, registered at Westford, has been landing since the turn of the year is fishing under Skipper Moran.

Mid-water

Prior to coming to Peterhead the 128 ft. *Mary Agnes* worked from Fraserburgh and landed the odd cod at Aberdeen, too.

Mary Agnes was caught about three years ago by the Holland and the *Unity* at Urk for Fisheries of Waddell.

Unity is powered by a 1,100 hp engine of 1,100 hp. She was originally built by a Dutch owner, but the vessel was cancelled while she was under construction. She was bought by the Fisheries of Waddell since her completion in 1972, is to join the Peterhead fleet.

She has been bought by Skipper George Collin who, for a number of years, has been a pair trawling

specialist. He has spent a lot of time fishing for herring with *Starcrest* but, last summer, teamed up with Skipper Jim Pirie and *Shemara* for white fish pair trawling.

Starcrest, now for sale, is a wooden-hulled and cruiser-sterned 79-footer built by Richard Irvin and Sons of Peterhead in 1971.

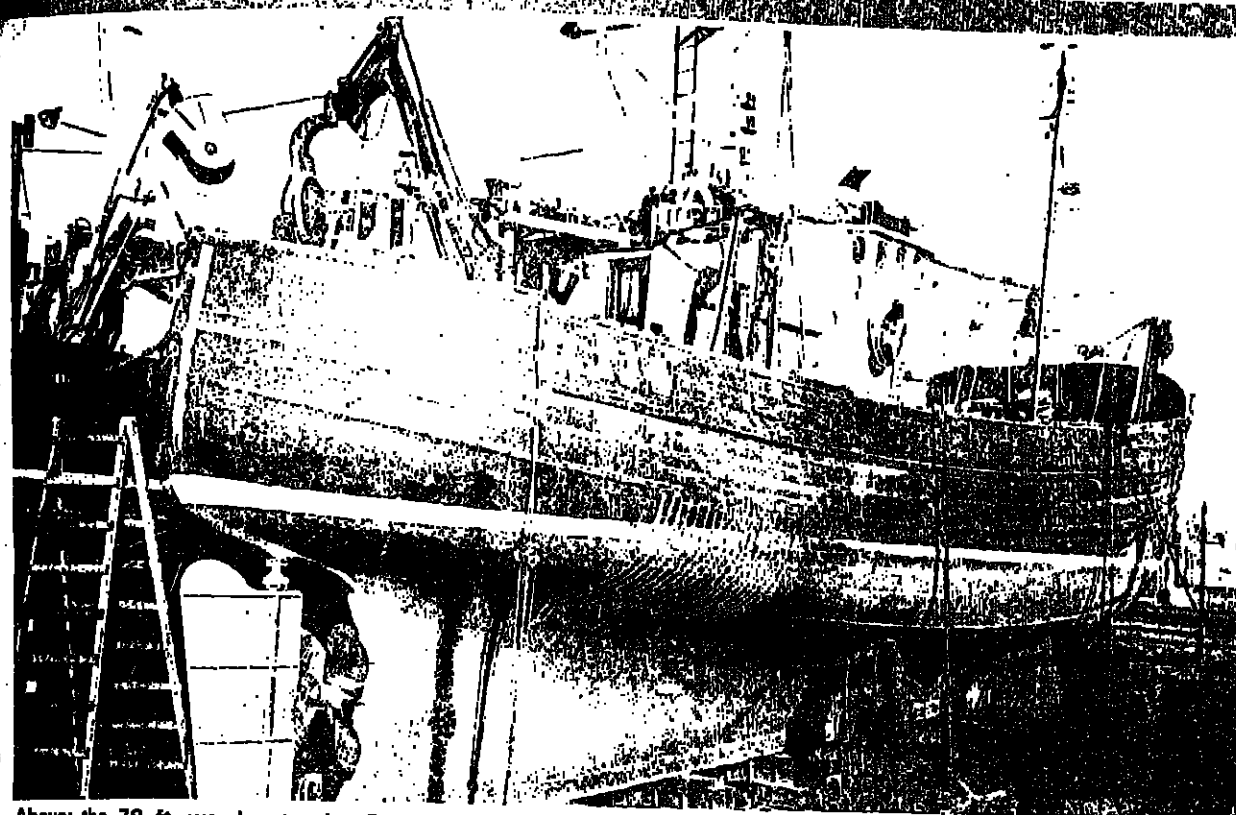
Quo Vadis, built by the Vaagland Bultbyggeri yard at Vaagland in Norway, is powered by a Mirreles Blackstone 800 hp engine and her gear handling machinery includes Bratvaag pulley winch and Triplex net winch.

Fish-finding equipment is by Simrad and Wesmar and she has refrigerated seawater tanks. She will work through Richard Irvin agents.

Tanks

The chilling plant tanks — 15 by 15 ft. — are by Fraserburgh and it is a cum. of seawater from degrees C. in four hours.

Accord has a 1,100 hp engine driving a variable pitch propeller. She also has two auxiliary engines and a 1,100 hp engine.



Above: the 79 ft. wooden trawler *Starcrest*, Skipper George Collin, has been one of Peterhead's top herring pair trawlers but is now up for sale. Skipper Collin is now Skipper/owner of the 128 ft. pure seiner *Quo Vadis*. Below: *Unity*, in partnership with *Morning Dawn*, is doing well at white fish pair trawling.



Duthie, places great importance on landing herring in good condition. A few years ago *Accord* used chilled seawater containers which could be transported to the processors.

The boat was built by Hakvoort in 1970 and is of unusual layout, with the deckhouse forward. In her trawling days she worked with the Peterhead boats *Starcrest* and *Faithful II*.

The well known 128 ft. *Quo Vadis*, which has fished so exceptionally well under Irish skipper Frank McAlinden since her completion in 1972, is to join the Peterhead fleet.

She has been bought by Skipper George Collin who, for a number of years, has been a pair trawling

specialist. He has spent a lot of time fishing for herring with *Starcrest* but, last summer, teamed up with Skipper Jim Pirie and *Shemara* for white fish pair trawling.

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... Recalling some of the stories which appeared in our columns this week 50 years ago.

MARCH 3, 1928

FRASERBURGH herring drifter fleet gains two more vessels. *Moyra* from Lossiemouth and *St. Athens* from Burghead.

THIRTY-SEVEN fishermen rescued after drifting for seven days on ice floes in the Gulf of Finland.

GRIMSBY steam trawler *Rinto* is salvaged. She sank in a collision in the Humber.

NEW steel screw line fishing vessel launched at Grimsby. She is first line vessel built since before the start of the First World War.

CREW of Fleetwood trawler *Cuirass* arrived at port to heroes welcome. They rescued four men from the steamer *Briarlyn*, wrecked off the coast of St. Kilda.

RECENT floods make 20 yard breach in the Fitz weir on the Derwent at Cockermouth. This makes salmon pass, built three years ago, unnecessary.

HEAVY fog causes Fleetwood trawler *Tom Malling* to collide and severely damage the Manx landing stage.

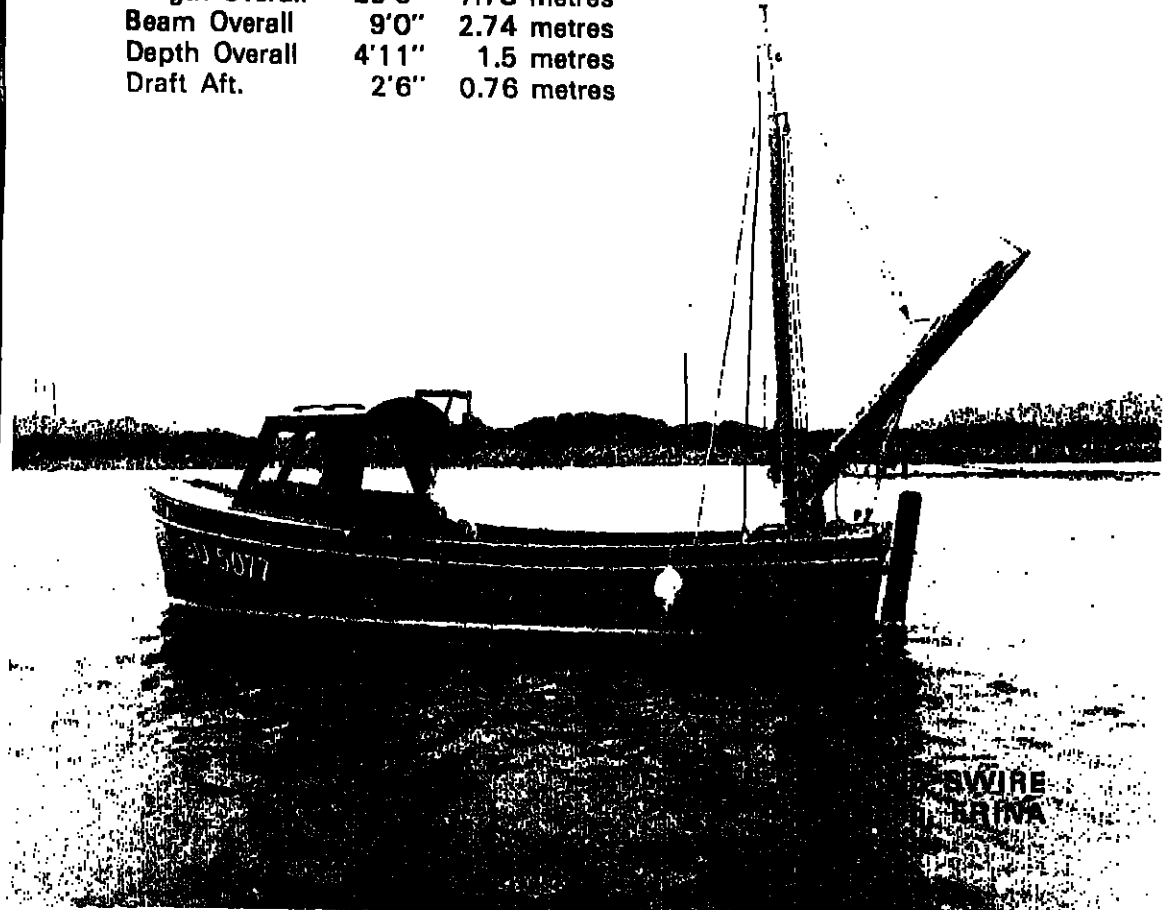
MAN fined 10s. 6d., with alternative of eight days' imprisonment after admitting to stealing four haddock at Billingsgate market.

50
years ago

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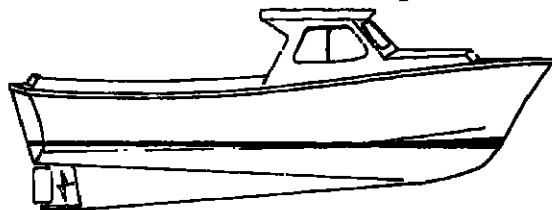
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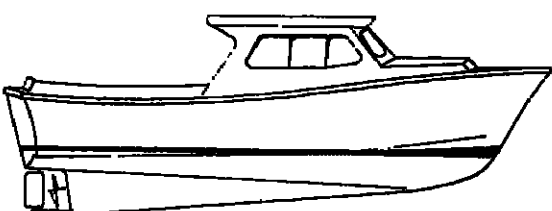
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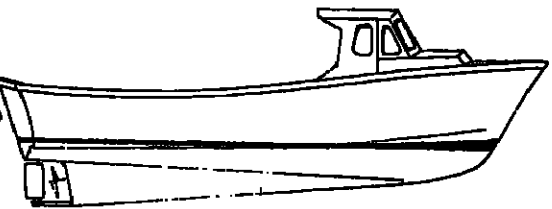
Fast Fisherman/Charter Angler



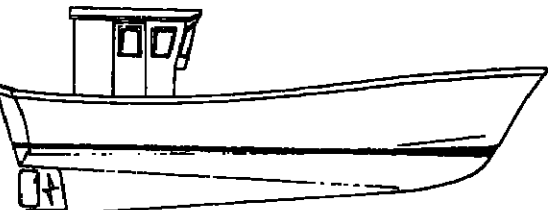
Fast Fisherman Ext. Wheelhouse



W/Boat/Fishing Vessel Fwd. W/House



W/Boat/Fishing Vessel Aft. W/House



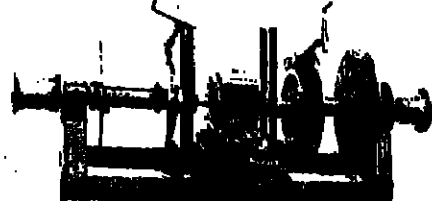
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IRISH PUSHING UP BOAT GRANTS TO 50 PER CENT

IRISH fishermen ordering boats of any size may qualify for a 50 per cent grant of the total cost from the middle of this year.

This would be a big boost for both fishermen and boat-builders.

This could mean a lot of Irish fishermen going for boats of under 50ft., which up to now had not qualified for FEAGA grants administered by the EEC. Their only help was a 25 per cent BIM grant.

The announcement of increased grants was made by the Minister for Fisheries, Brian Lenihan, when he spoke at the launching of the first all-steel trawler built in Ireland at the Malahide boatyard in County Dublin.

Barbara Maria, a 40-footer, was built for Patrick Quinn of the Aran Islands, off County Galway.

The Minister said that under the proposed scheme FEAGA would match the BIM grant so a fisherman would have half the boat's cost from the day the order was placed.

On the remaining 50 per cent of the cost, he would make a deposit of five per cent with BIM and be given a loan from BIM at eight per cent.

Mr. Lenihan said: "I expect the proposed measures will be adopted finally by mid-1978 and will replace the existing FEAGA Individual Projects Scheme for fishing vessels."

Boat survey black list

THE FOURTH meeting of the Fishing Industry Safety Group — set up in 1977 to advise on the implementation of the Safety Rules — took place last week.

The group reviewed developments since the beginning of December when the interim report was published with particular reference to the progress of the statutory survey programme.

While some improvements were noted in particular areas, there was still a number of vessels which were overdue in coming forward for survey, or had been under survey for 12 months or more.

It was decided that lists of such vessels would be produced and circulated to industry representatives to consider what further action should be taken to secure compliance with the statutory rules.

The misuse of radio VHF Channel 16 — disaster frequency — was recognised to be a serious problem, particularly along the south coast. A number of possible solutions were examined which the Department has agreed to pursue with the Home Office.

The group considered a report on problems arising from electrical interference to radio equipment and industry representatives were critical of a number of aspects of the performance and installation of equipment required by the Rules.

A meeting has been arranged with equipment manufacturers to examine these problems and a fishing industry representative was invited to attend, along with the White Fish Authority, to present the views of the industry from first-hand experience.

Review of WFA held-up

PROGRESS with review of the functions and roles of the White Fish Authority's Herring Industry Board has been held up.

This is because of the continuing uncertainty of the future fishing opportunities on which the structure of the industry and its management must depend. The State of Agriculture, Fisheries, in a written

Kippers

Roy Hattersley, Secretary of State for Prices and Consumer Protection, has plans to tell the Price Commission to investigate the price of kippers.

Arthur Lewis, Labour MP for Newham, North East, said in a Commons question that kippers were selling at 11 a lb and asked for investigation on whether a charge was fair and reasonable and whether it was profiteering.

Robert MacLennan, Secretary for prices, said that the quoted price was significantly above average.

March 8, 1978

TROUBLE AT LEWIS FACTORY

THE TEN employees of the Rolf Olsen (Stornoway) Ltd. fish processing factory have been given redundancy notices which will become effective on June 23.

The firm, which also employs about 20 workers on a seasonal basis, issued the redundancy notices to all their employees, including the manager, Neil Stewart.

Mr. Stewart said: "The decision has been taken because of poor herring landings and high prices. This has been our worst season on record since we set up."

He said that in the 1975/76 season they had exported 10,000 barrels of round herring and also produced 800 tons of fillets for export.

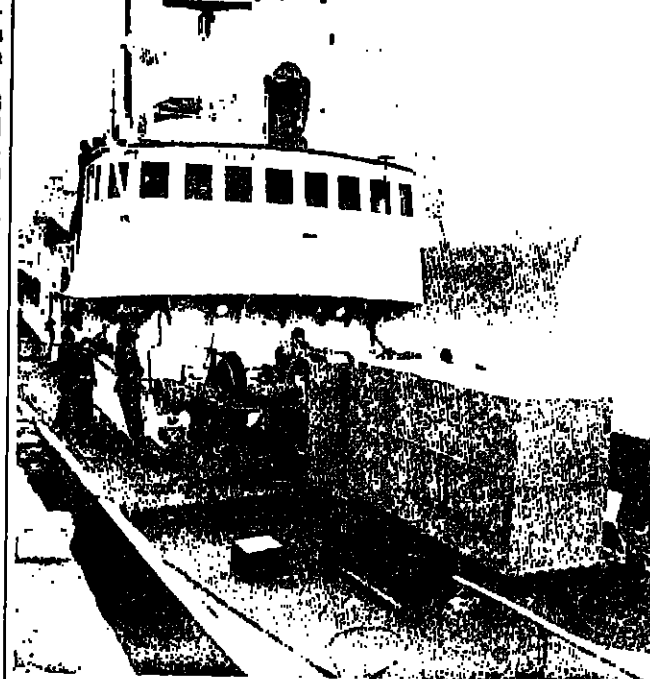
In the 1977/78 season they had exported only 4,000 barrels of herring and 30 tons of frozen fillets.

Mr. Stewart said that the factory is equipped to deal mainly with herring and there was talk at present among the fishermen of the need to close the Minch to herring fishing for two years to give dwindling stocks a chance to recuperate.

Mr. Stewart told Fishing News on Wednesday that, depending on the supply situation, there was some hope that the notices might be rescinded. Talking about a £200,000 EEC grant that the

TRAWLER WITH 230 SEATS...

THE fishroom of the former Grimsby distant water trawler *Ross Kharitoun* now seats 230 people. BUT Engineers (Grimsby) Ltd. has just transformed the 183-footer into one of the most up-to-date vessels for oil-rig safety and standby work. She left the Humber for the last time late last week as the 21-year-old vessel has now been transferred to the management of BUT (Aberdeen) Ltd. Externally the vessel appears largely unaltered, although the extension of the rear fishroom hold (below), which incorporates a watertight door and companionway, hints at the major changes below decks.



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Billingsgate

WEDNESDAY, February 22, may prove to be a momentous day in the annals of Billingsgate. Two meetings were held that day which may, each in its own way, affect the future of the market.

The first was called by the London Wholesale Fish Merchants' Association, whose officers revealed to its members the progress of the negotiations with various authorities on the subject of a new market site. The location of the proposed new market is in the West India Docks, a few miles east of the present market on 13 acres owned by the Port of London Authority.

The aim is for the merchants to eventually own their own market, a situation that does not exist in the United Kingdom. Members were assured that existing and new ancillary trades were also showing interest in accommodation on the new site.

Moving from the near-geographical centre of London would create transport difficulties for retailers in West London, but assurance was given that at least 60 per cent of customers were from the Eastern side and that special arrangements would be made for the early departure of west-bound carriers. Incidentally, for many of these, the route would be along the road whose up-grading is one of the factors which makes it necessary to move the market.

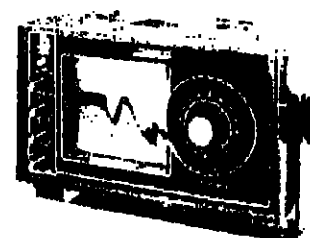
The news was not received with universal enthusiasm and it is thought that up to one-third of existing firms will disappear rather than make the short trek east.

Possible sources of finance were discussed — including the Urban Aid Programme and the EEC — but information seems to be singularly lacking as to the financial input that will be expected, or forthcoming, from the participant firms. Reports suggest that the other meeting was more rumbustious. The Billingsgate branch of the TGWU, the porters' union, had gathered to hear the report of the chairman, Jimmie Wickens, on the results of the pay negotiations with the previously mentioned body.

The branch, which has the commendable policy of requiring a 100 per cent attendance at general meetings, heard the suggested moderate increases with increasing vocal signs of disapproval, expressed in terms not untypical of huffed, tendered their immediate and common resignations and walked out as a body.

In the inexplicable absence of the branch's paid official, near chaos ensued. When the dust settled a new chairman, George Wenig, emerged. He later stated that it was his intention only to hold the post until the various difficulties had

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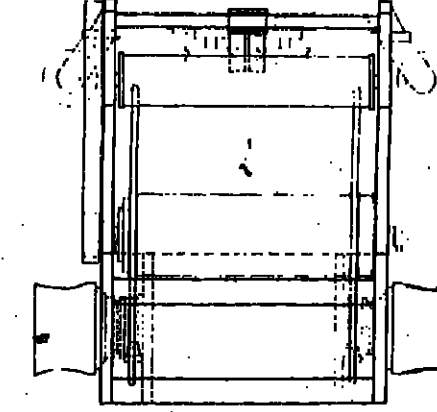
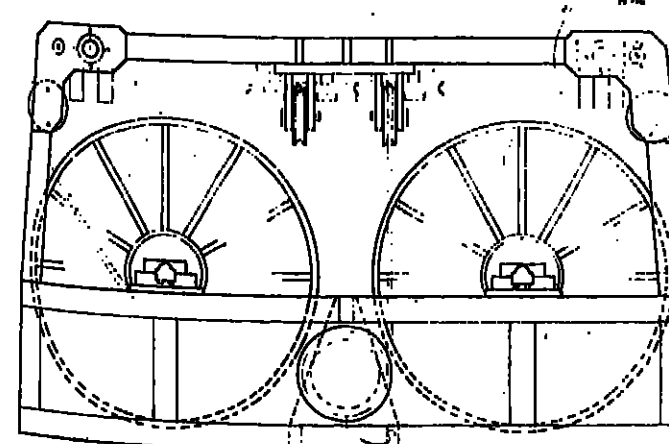
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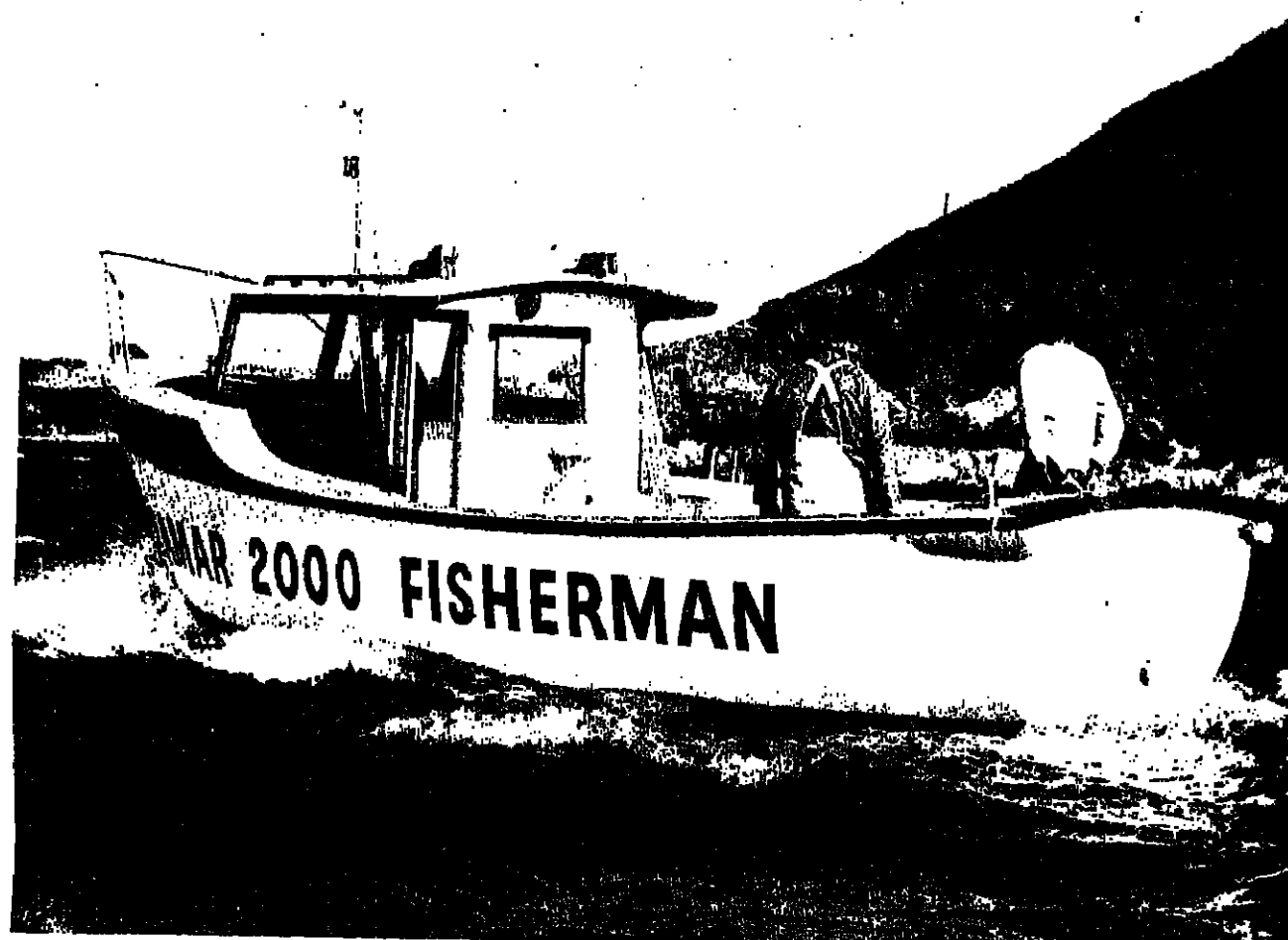
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New 23-footer on well-tried hull

THE prototype Tamar 2000 Fisherman launched by Tamar Boat Enterprises of Plymouth last month is based on a GRP hull which has been in production for three years.

The firm has been selling the 23ft. 6in. long traditional Westcountry round bilge hull both fitted out and bare for

other yards to complete. A number of these have been wooden deck fishing boats, often for one-man operation.

Tamar's new standard 2000 Fisherman has a wooden wheelhouse forward and a working deck 14ft. 6in. long. The £5,850 boat has an 8ft. 6in. beam and a draft of 2ft. 3in.

The GRP hull is laid up with 22 oz. at the bilge reducing to 16oz. at the topsides. Foam frames are moulded in at 2lin. centres for extra strength and the bulwarks are capped.

The deck is made of GRP and glassed in and the tanks holding 60 gallons also act as ballast. The prototype, first pictured in *Fishing News*, February 17, is operated by part-timer Farrell Leyshon. She is powered by a Thorncroft 2.2 diesel which gives 'stacks of spare power for hauling a trawl', according to her owner. The prop is 17in. x 15in.

"She steams and handles well and turns on a sixpence," he told *Fishing News*.

Skipper Leyshon decided

to buy the boat after operating one of the firm's 16 ft. toshers. He said he had been caught out in a Force seven by accident in the tosher and had no complaints about her seakeeping qualities.

He said that there are eight Tamar 23ft. 6in. hulls in his local harbour alone, so when he decided to go bigger the boat was the obvious choice.

He would have preferred hydraulics, but had to settle for a New 1-ton electric winch. The boat may be fitted with hydraulics at a later date.

The boat will be working the Eddystone area with beam and otter trawl and, also, she will go potting. The skipper expects her to be able to carry 50 of the north-east coast type pots, but fewer of the Westcountry type.

Skipper Leyshon has worked aboard cobsles from Blythe and has been potting and trawling for many years.

Tamar has been in the boat business for 11 years and now employs 27 people. It also carries out repairs and a 100-footer could dock at the yard.

Factory collapses

From page one
skipper of *Boy Toby*, is owed £1,000.

"These cheques have bounced and we have been told there is no chance of getting the money. I just can't stand a £2,000 loss. The firm must have known something was in the wind the week before," he said. Another Plymouth fisherman has £550 due.

Peter Hambley claims he was told that he was being paid up to date some days before the firm's collapse. But the cheques did not arrive.

The Hambley brothers had been landing to Scofield for some two months.

An SDA spokesman said the closure had been brought about because of continuing

and substantial losses.

The decision to pump money into the plant after the Unklies collapse was taken last June and followed a favourable viability study by a firm of consultants. Within five months Scofield had lost £230,000 and the same consultants were brought back in. This time they reported that the operation was not viable.

The only note of hope sounded so far concerns the factories at Tarbert and Islay. "It is hoped to find a means of continuing operations at these plants," said Lewis Robertson, SDA chief executive.

Already local fishermen at Islay — desperate to keep the local factory open — have offered financial help.

Kent port's fleet grows with higher prices

MORE BOATS are now based at the north Kent port of Whitstable to take advantage of good local prices and a stable market.

Local fishermen believe that their increased catches of codling, which have helped boost earnings, are the long-term result of the six to 12 mile limit they helped to campaign for back in the 60s.

They also say that codling are attracted by the more plentiful shrimp population, which is no longer fished by Kentish and Essex beam trawlers.

Most important are the prices paid by Vic Davis, on behalf of Ross Fish, whose new Whitstable set-up links with other depots and continental buyers.

However, Vic Davis sounds a warning note that the French falling value against the pound could easily take the cream from the top of the French prices — and those tend to dictate his own. Fortunately, his insistence on good-sized fish has won the port an enviable reputation for quality which will stand it in good stead if the going gets rough.

The Ross Fish depot opened last summer and provides a large coldroom and freezer store, together with office, dispatch and transport facilities.

Whitstable, although basically a trawling port, has seen a marked swing away from the mid-water sprat trawling which brought the port into prominence during the 1950s. Now, most of the pair trawling is for bottom fish.

As the sprat fishery has moved further north, local boats have turned to gill-netting for the inshore herring; this has been decreed a separate stock within the Thames Estuary and subject to its own quota.

Shared

The take currently runs at about 300 tons a year, which is amicably shared out by Kent and Essex fishermen through a specially formed association — an example of 'good neighbour' quota sharing for other fisheries.

Another type of gill-netting has been proposed by Grahame Chandler, who bought the fast 36ft. GRP *Wild Wave* from Poole, Dorset, to fish for salmon bass which have been fetching £1 per pound for the Continental market.

This is the first high-speed planing vessel in the port and she is being tipped as a top-earner this year.

Another arrival — the latest from Rye, from North Wales — this 35ft. Gardner-engine from the south coast — which is fitted with the steel 'mini-Warrior' trawler on a *Veep o' Dawn* from the same Workboats GRP Ltd as *Masai Warrior* which was bought semi-currently fishing with John Brian Burford, skipper from Whitstable. This her trawling and beaching of Man boat will

be trawling, owned and skippered by Steve Gannon.

Oysters are being fished again, as forecast in the last report from this port, with two boats working the 'flats'. One is *Nicola Dawn*, which is operated by Barry Tester from nearby Faversham Creek — Faversham being the nearest port of registry. Barry is working two 5ft. power-hauled dredges and making good catches, but Ross Fish report that the market for native oysters is not too lively, even in France.

Cockles

Also joining the trawling fleet soon will be *Boy Peter*, though not under very happy circumstances. This Essex-built boat is owned by Ray Gilson, who has been far too busy to use her for the past few years having had his hands full processing the cockles caught by his hydraulic dredge boat *Cardium*.

Now, Ray has become an innocent victim of the PLA's extended jurisdiction in the Thames Estuary which has brought his operation under new health regulations, sparked off by the suspicion of contaminated cockles at Leigh-on-Sea.

Not only will this require extensive modification to his ingenious processing plant but he will, he says, ruin the product by extending the cooking time.

Idle

Now, thoroughly disillusioned over the rewards of enterprise, he is going back to trawling. Several years of investment in time and money, plus one expensive steel cockle boat, stand idle.

Prosperity has brought not only boats but keen, young fishermen to the port. When the WFA's mobile classroom spent a week at Whitstable in mid-February, it's inshore fishermen's course was well attended — so much so that chief instructor, Dennis Lodge, has offered to return in one year's time. Meanwhile, he hopes to see some of the local skippers on the full courses at Hull using the trawl test flume tank.

Now reaping his reward is boatbuilder, Bob West, who has built his own decked Westcountry-style trawler *Melissa* — in his back garden. It took him three years...

Above: the steel mini-Warrior trawler on a high speed fishing boat, *Wild Wave*, from Poole.

Below: inside Vic Davis' 35ft. Trawler, *Veep o' Dawn*, from Rye.

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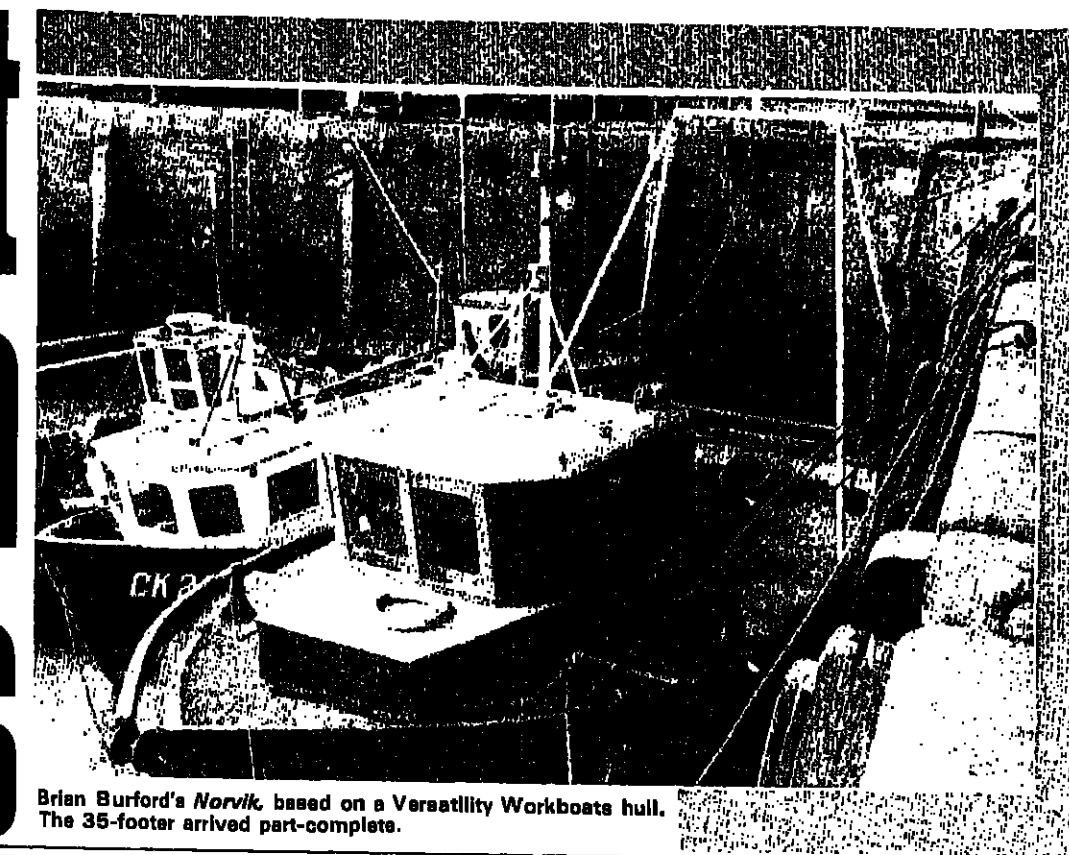
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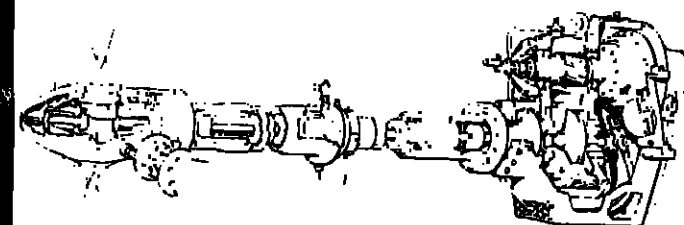


Brian Burford's *Norvik*, based on a Versatility Workboats hull. The 35-footer arrived part-complete.

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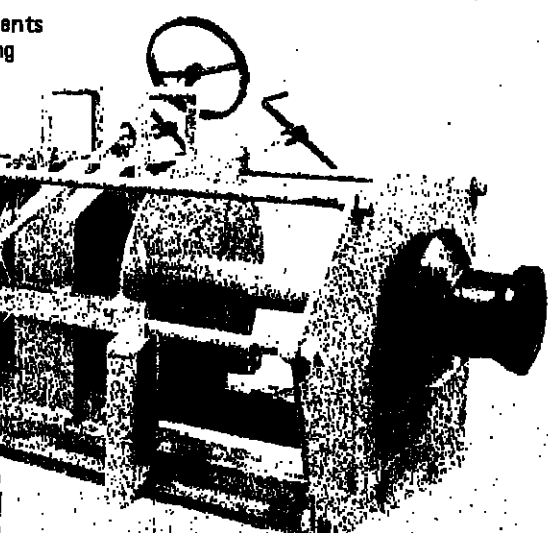
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John Coyle





'HONDO' IS UNSCATHED

THE GRIMSBY middle water trawler *Hondo*, which ran aground near Scarborough, Scotland, early on February 12, escaped with only minimal damage and has already resumed fishing.

The vessel (above) left Grimsby last weekend for the

Westerly grounds after being slipped at Grimsby following her recall.

Whilst on the slipways a thorough inspection of the hull revealed that *Hondo* needed repairs largely confined to her stern-tube.

Hondo was aground on shingle for ten hours before floating off. The vessel was recalled by owners, H. L. Taylor Ltd., after divers at Scarborough had carried out a precautionary hull inspection.

Talisman's luck holds on the Humber

FOR THE second week running the best landing by a Lowestoft vessel has been made at Grimsby.

Again the trip was by a vessel owned by Talisman Trawlers — *Farnham Queen* (Sk. B. Turrell) brought in 870 kits after 12 days at sea to gross £17,834 on the Wednesday.

Also landing at Grimsby during the second half of the week was Colne Group's side trawler *St. Thomas* (Sk. R. Jones). She made £17,552 from a 882-kit catch after an 11-day trip.

Top earner at Lowestoft was Colne's stern trawler *St. Philip* (Sk. T. Martin) with her first white fish landing of 1978. Since Christmas she has been on south-west mackerel. *St. Philip's* catch of 712 kits sold for £17,716.

She was followed by the Small & Co. side trawler *Suffolk Endeavour* (Sk. R. Atkinson), which landed on

the Monday after 13 days out to put ashore 671 kits to gross £17,071.

In third place was Talisman's stern trawler *Barnby Queen* (Sk. Colin Reader). On the Thursday she grossed £16,734 from a 679-kit landing after 12 days.

Colne's *St. Patrick*, sister-ship of *St. Philip*, was fourth with a £16,181 grossing. Skipper David Bedford took *St. Patrick* to sea for 13 days on her first trip back on white fish after her fire before Christmas whilst mackerel fishing. She made her grossing from a 656-kit catch after landing on Friday.

Other useful landings during the week included: *Yoxford Queen* on the Monday with 460 kits. Also landed on Monday was *Boston Sea Dart's* 583 kits and *Dominica's* 598.

Tuesday saw *St. Thomas* in with 638 kits, *Suffolk Challenger* 676, *St. James* 622 and *Suffolk Crusader* 568.

Boston Sea Sprite had 548 kits on the Wednesday, when sister-ship *Boston Sea Fury* also landed with 587.

Thursday saw *Chudleigh* in with 521 kits, followed by *Underley Queen* with 580 and *St. George's* with 590, and on Friday *Norton Queen* had 533 and *Boston Defiant* 470.

SEINER RECORD

THE GRIMSBY seiner *Edlei* (Skipper Lolf Gravesen) broke the local anchor seiner earnings record on Wednesday with an £11,451 grossing. She had been out on a 23-day trip, but after 17 days had only 50 to 60 kits aboard. The remainder of the 337-kit haul came in four days.

Edlei, agent by Danbrit (F.S.) Ltd., landed mostly cod from the Tail End of the Clay Deep.

ANOTHER FISH FARMING COURSE

A SECOND course on fish farming has been set up at Inverness Technical College.

The course, run by the Highlands and Islands Development Board, follows a successful pilot course which ended in December.

A dozen trainees are attending this second course which involves everything from biology of life in fresh water to safe electrical practices associated with fish installations.

In the Highland region there are some 15 different fish farms producing salmon to shellfish. With the prospect of more farms, the board is cater for 15 more students in the next session.

WFA starts new 'fix-it' course

A NEW practical training course in engine maintenance, hydraulics, electronics and acoustic fish detection for coastal fishermen has been developed by the White Fish Authority.

Aimed primarily at operators of vessels up to 150 hp, the 4-day course will be held in the WFA's mobile training unit at ports around the country starting this August.

WFA training manager Duncan Amos said: "What we would like is for interested fishermen to group together and request the course for their area. Contact can be made through the local WFA area officer or by writing to the Industrial Development Unit in Hull."

"We have already run two successful courses at West

and practical demonstration of how to fix some of the engine and system faults which can occur in harbours and at sea.

There are also lectures on installing and commissioning hydraulic systems, and specifying small boat electronic sounders and sonars.

Further details of the coastal fishermen's course including a detailed syllabus can be obtained from the White Fish Authority Industrial Development Unit in Hull.

Most of the WFA's other training courses are fully booked until June, but there are still some vacancies on the engine, hydraulics and acoustic fish detection courses at Eyemouth, Pittonweem, Fraserburgh and Buckie, also on the marine science course at Hull.

BRUSSELS NOW AT STANDSTILL

EEC MINISTERS will not be talking about fishing at all during March.

The standstill on fisheries negotiations in the EEC has become so marked that the agenda for ministers' meetings next month discloses no provision for the subject of fishing.

Douglas Hurd, Conservative spokesman on Europe in the Commons, questioned the absence of the topic from the business statement in the Commons on Monday. He asked what was the future of the discussions and of the negotiations between the Community and third countries?

Mr. Judd replied for the Government: "No date has yet been fixed for the next meeting of fisheries. The Government are deeply committed to working towards an effective common fisheries policy, but the policy is to be effective it will have to take into account the

special needs of the United Kingdom and the large contribution which will be made to European fish stocks from British waters."

Permanent arrangements to what countries would be related to what could be achieved in an international regime.

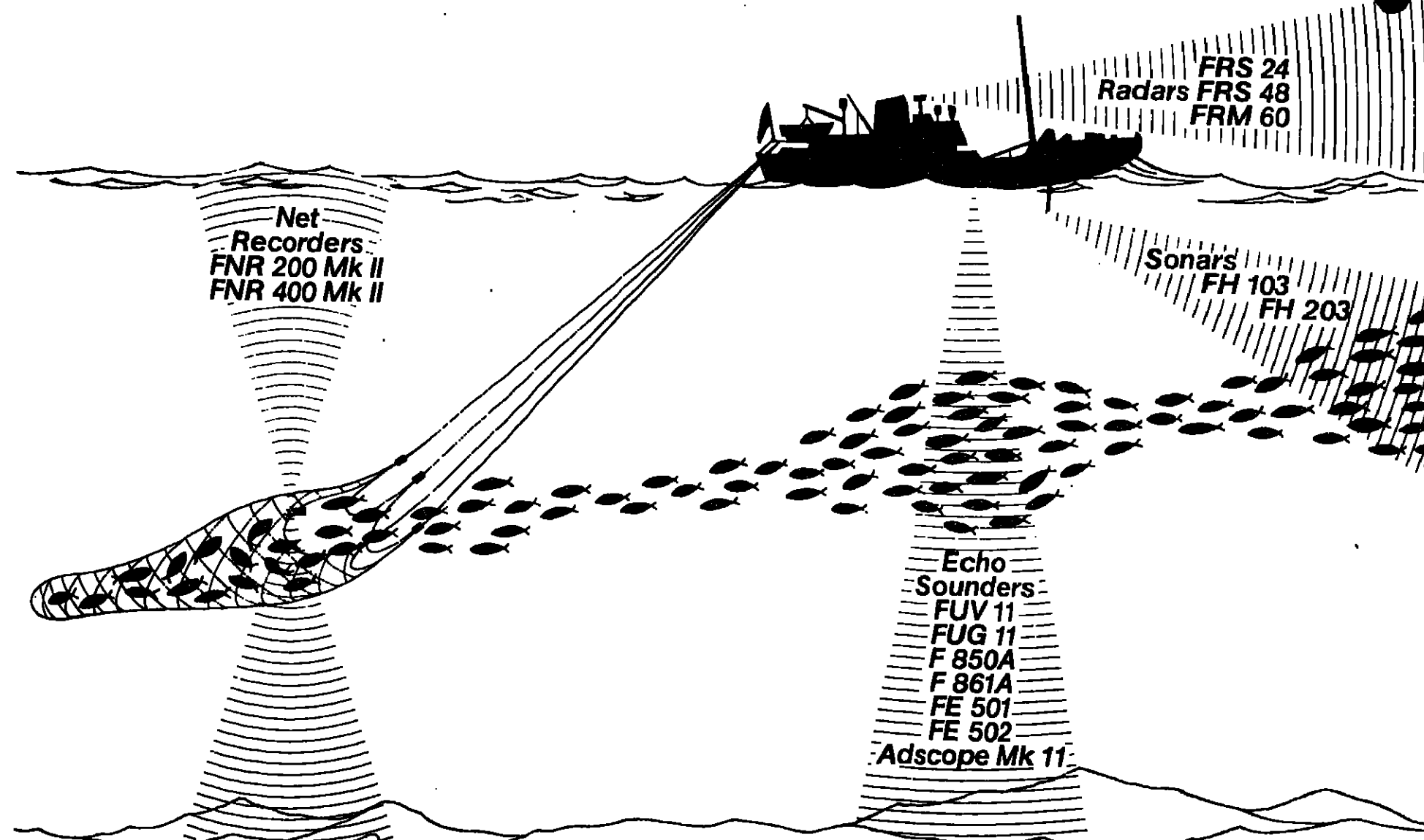
Hamish Watt (SNP, Banffshire) said that the desperate state of North Sea fish stocks was a matter of great urgency. He called for strict conservation measures with an 80mm net size regulation.

Mr. Judd agreed. No-one should underestimate the irreparable damage which could be done if there were no effective conservation measures.

The Government are committed to ensure the maintenance of the Commission of the European Communities

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 Fraserburgh — May 15th to 19th
 Buckie — June 5th to 9th

Acoustic Fish Detection
 Eyemouth — April 17th to 21st
 Pittenweem — May 8th to 12th
 Fraserburgh — May 22nd to 26th
 Buckie — June 12th to 16th

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NC, 24 days.
£35,818: Boston Comanche, Boston
(Sk. A. Hollington), 1,199k, NC, 21
days.

Middle water

£28,167: Ross Kelly, BUT (Sk. B.
McCall), 1,117k, W, 15 days.
£25,693: Ross Juno, BUT (Sk. J.
Waddington), 1,238k, W, 15 days.
£22,313: Ross Cheetham, BUT (Sk. T.
Ross), 1,065k, W, 15 days.
£20,908: Aldershot, Conso (Sk. F.
Gilchrist), 1,080k, W, 17 days.
£20,881: Ross Zebra, BUT (Sk. R.
Reeves), 1,080k, W, 14 days.

North Sea

£12,500: Lemberg, Lindsey (Sk. H.
Pexman), 460k, 13 days.
£12,267: Tom Grant, Lindsey (Sk.
R. Sinclair), 444k, 14 days.
£11,500: Lovedon, Lindsey (Sk. G.
Ireland), 421k, 13 days.
£11,297: Lepanto, Lindsey (Sk. C.
Nichols), 421k, 12 days.

Seiners

£8,002: Arcona Bay, Chapman (Sk.
E. Thomson), 249k, NS, 20 days.
£6,990: Christen Bank, Jubilee (Sk.
Jan Olesen), 212k, NS, 18 days.
£5,695: Dorn, Danbrit (Sk. P.
Sorensen), 187k, NS, 17 days.
£5,615: Cario, Jubilee (Sk. G. Han-
sen), 166k, NS, 14 days.
£5,036: Macandi, Sleight (Sk. L.
Hojberg), 151k, NS, 17 days.

Pair teams

£5,702: Green Valley, Danbrit (Sk.
R. Younger), 167k, and

£4,179: Paul Antony, Richardson
(Sk. F. Josefsen), 129k, both NS, 4
days.

Off-netters

£5,427: Wardley, Conso (Sk. E.
Lose), 161k, NS, 7 days.
£3,193: White Bank, Conso (Sk. O.
Christensen), 86k, NS, 10 days.

HULL

£48,808: Somerset Maugham,
Newington (Sk. E. Wooldridge),
1,444k, NC, 22 days.

FLEETWOOD

Norway Coast
£47,801: Gavina, Marr (Sk. C.
Scott), 1,464k, 21 days.

Home water

£38,612: Janine Andree, Boston
(French vessel), 2,227k.
£18,533: Wyre Vanguard, Wyre (Sk.
J. Newsham), 815k, 16 days.
£14,887: Wyre Defence, Wyre (Sk.
D. Reader), 837k, 16 days.
£13,681: Wyre Conqueror, Wyre
(Sk. W. Spearpoint), 812k, 15 days.
£8,648: Boston Whirlwind, Boston
(Sk. J. Kirby), 341k, 16 days.
£8,321: Marie Jacob, Boston (Irish
vessel), 71k.

Pair teams

£33,889: Idena (Sk. G. Wignall),
1,722k, and £31,804: Norina (Sk. W.
Reader), 1,766k, both Marr, 16
days.
£30,035: Armana (Sk. T. Christy),
1,292k, and £23,149: Navena (Sk. J.
Burns), 1,161k, both Marr, 14 days.

ABERDEEN

£24,678: Grampian Chieftain,
North Star (Sk. A. Leiper), 1,136k,
WS, 16 days.

LOWESTOFT

North Sea
£17,834: Farnham Queen, Talisman
(Sk. B. Turrell), 870k, 12 days
(Grimby landing).
£17,718: St. Philip, East Coast (Sk.
T. Martin), 712k, 12 days.
£17,552: St. John, East Coast (Sk.
R. Jones), 682k, 11 days (Grimby
landing).
£17,071: Suffolk Endeavour, Hob-
son (Sk. R. Atkinson), 671k, 13 days.
£16,734: Barnby Queen, Talisman
(Sk. C. Reader), 679k, 12 days.
£16,181: St. Patrick, East Coast
(Sk. D. Beaford), 666k, 13 days.

GRANTON

£8,878: Arctic Explorer, Liston (Sk.
M. Trott), 391k, WC, 7 days.

MILFORD HAVEN

£5,017: Picton Sea Eagle, Norrard
(Sk. R. Foster), 115k, 13 days.
£4,330: Georgina Wilson, Jones (Sk.
J. Donovan), 128k, 14 days.
£4,278: Roseway, Norrard (Sk. J.
Manson), 148k, 13 days.
£1,658: Norrard Star, Norrard (Sk.
J. Rogers), 65k, 9 days.

KEY: BI

BI: Bear Island; BS: Barents Sea; DW:
distant water; F: Faroe Islands; G:
Greenland; HW: home water; I: Iceland; IS:
Irish Sea; NC: Norway Coast; NFL: New-
foundland; NS: North Sea; O: Orkney; R:
Rockall; S: Shetland; W: Westerland; WC:
West Coast; WS: White Sea; Sk: Skipper; k:
kilo; c: cwt; kg: kilo.

HUMBER VESSELS DUE

GRIMSBY

Expected during the week from
Norway Coast: Boston Halifax,
Boston Kestrel, Port Faroe and
Westerly: Caribbe, Erina, Okina,
Osaka, Ross Cheetham, Ross
Dominic.

HULL

Expected during the week from
Norway Coast: C. S. Forester, St.
Dante, Ross Cheetham, Ross
Dominic.

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PORT MARKETS

FRIDAY, FEBRUARY 24

DUBLIN

690 boxes mainly from
Galway, Killybegs and Skerries
met a fair demand. Main
varieties were cod and whiting.
Prices: salmon, £1.20/£2.25;
trout, £1.20/£1.40; prawns,
20p/30p; white sole, 12p/14p;
brill, 20p/30p; turbot, 25p/30p;
dabs, 12p/14p; cod, 20p/21p;
codling, 18p/20p; black pollack,
14p/15p; whiting, 12p/14p;
lemon sole, 10p/12p; haddock,
20p/24p; plaice, 18p/20p; per-
ch, 20p/24p; round whiting, 20p/21p;
ray, £14/£30.10; per box.

MONDAY, FEBRUARY 27

GRIMSBY

A good supply of 5,007 kits
from 17 boats met a fair demand.
Prices: cod, £2.80/£3.30;
codling, £2.80/£3.30; large, £2.80/
haddock, £4/£4.30; medium,
£3.30/£3.50; small, £2.10/£2.70;
large plaice, £2.40/£2.70;
medium, £2.40/£2.70; small,
£2.40/£2.70; best small, £2.60/£3;
skinned dogfish, medium, £7.50;
saith, £1.75/£1.90; per stone.

FLEETWOOD

Prices: English shell cod,
£30/£45; plaice, £40/£45; haddock,
£14/£18; conger, £17;
mackerel, £20/£24; ling, £26/£31;
hake, £27/£32; sole, £14/£19;
dogfish, £15/£20; monkfish, £22;
raker, £28/£31; whiting, £10/£12;
gurnard, £21/£22; whiting, £22;
per 100 lb. kit.

MILFORD HAVEN

309 kits from three boats. Prices:
large cod, £20; medium, £23;
codling, £33; large plaice, £28;
medium, £22; small, £27/£30; tur-
bot, £143; whiting, £8/£10; Dover
sole, £170; sills, £180; tongues,

£1.90/£1.10; herring,
£3.90/£3.10; roach, (mixed),
60p/£1.80; selected, £1.20/£1.20;
prawn tails, £10.20; large prawns
tails, £12.50; small prawns tails,
£12.50/£15.20; per stone.
Dogfish, £6.30/£10.50; whole
prawns, large, £15.50; small,
prawns, small, £11/£15.00; per
box.

WICK

70 boxes from 5 boats. Prices:
codling, £18/£20; haddock,
£15/£20; plaice, £17/£24;
whiting, £9/£11; per box.

ARBROATH

40 boats. Prices: med. haddock,
£18; selected haddock, £18/£22;
small haddock, £18/£21; large
codling, £17/£18; med. codling,
£16/£17; small codling, £15/£16;
large whiting, £25/£25.50; small
whiting, £14/£15; per box. Lemon
sole, £8/£8.50; dabs, £4/£4.50;
per stone.

PETERHEAD

279 boxes from 21 boats. Prices:
codling and cod, £3.50/£4.30;
whiting, (mixed), £2.40/£2.80;
whiting (small round),
£2.10/£2.30; monkfish,
£3.10/£3.50; codfish,
£1.80/£2.10; plaice, £3.50/£4.40;
ling, £2.30/£3.50; per stone. Haddock
(large), £22/£25.50; small
haddock, £25/£28; small haddock,
£20/£22.50; per box.

SCALLOWAY

240 boxes from 13 boats. Prices:
haddock, £10/£12; cod, £17/£17;
ling, £11/£11; per box.

SCRABSTER

370 boxes from 10 boats. Prices:
codling and cod, £17.80/£2.20;
haddock, £14/£24.80; plaice,
£26.80/£28; lemon sole,

BILLINGSATE

ON TUESDAY 211 tons were
delivered. Average selling prices
on merchants' stalls: salmon,
Scotch and Irish, £1.45; rainbow
trout, 55p; sole, tongues,
40p/50p; sills, 60p/70p;
medium, 80p/£1.80; large,
£1.10/£1.20; cods, £1.10/£1.40;
foreign smoked salmon, 35p;
large turbot, £21/£23.70;
small, £17/£18.80; selected,
£8.40/£9.80; large brill, £7/£8.40;
medium, £4.20/£4.90; small,
£2.80/£3.50; Danish plaice, 11p;
11p, £4.50; 11p-21p, £5/£5.50;
large halibut, £18.20/£21;
£2.40/£2.80; per cwt. Dabs,
£14/£15.50; large whiting, £3/£3.50;
small, £2.60/£3.00; headless
home water cod, £5.40/£5.50;
fillets, shell cod, £8.50; bulk,
£7/£7.50; codfish, £3.00/£3.00;
haddock, £8.40/£11.20; home
water haddock chubs and kit,
£3.00/£3.40; gubbers, 10p/15p;
small, £2.60/£3.00; selected,
whiting, £3.20/£3.40; small,
£2.20/£2.80; small English
dogfish, £7/£7.50; large,
£9/£9.50; trash herring,

£5.50/£5.80; sprats, £2.00/£2.10;
London cured fish haddock,
£3.50; golden cutlets, £1;
tilletted kipper,
15p/£1.70; selected kipper,
15p/£1.80; monkfish (small),
£6.50/£10; squid, £7/£8.50;
stone.

SHELLFISH

SELECTED lobsters, £5;
crabs, over 3lb, 60p; under 3lb,
50p; small, unsorted, 5p;
prawns, 30p; per lb. oysters,
£13/£25; per 100; scallops,
£14/£15; per 100; fish whiting,
£12.60/£14; per cwt. Dabs,
£14/£15.50; large whiting, £3/£3.50;
small, £2.60/£3.00; headless
home water cod, £5.40/£5.50;
fillets, shell cod, £8.50; bulk,
£7/£7.50; codfish, £3.00/£3.00;
haddock, £8.40/£11.20; home
water haddock chubs and kit,
£3.00/£3.40; gubbers, 10p/15p;
small, £2.60/£3.00; selected,
whiting, £3.20/£3.40; small,
£2.20/£2.80; small English
dogfish, £7/£7.50; large,
£9/£9.50; trash herring,

FROZEN FISH

PACIFIC NA salmon, £2;
Canadian halibut, £1.30;
£1.80/£3.20; large salmon, 40p;
medium, 30p; small, 20p;
mullet, 40p; haddock, 40p;
per lb. fillets, 40p;
per 100, £12/£14; per cwt. Dabs,
£14/£15.50; large whiting, £3/£3.50;
small, £2.60/£3.00; headless
home water cod, £5.40/£5.50;
fillets, shell cod, £8.50; bulk,
£7/£7.50; codfish, £3.00/£3.00;
haddock, £8.40/£11.20; home
water haddock chubs and kit,
£3.00/£3.40; gubbers, 10p/15p;
small, £2.60/£3.00; selected,
whiting, £3.20/£3.40; small,
£2.20/£2.80; small English
dogfish, £7/£7.50; large,
£9/£9.50; trash herring,

LOWESTOFT

Prices: cod, £24/£26; codling,
£20/£26; large plaice and
medium £24; small, £24/£20;
whiting £20/£23; large haddock,
£20/£25; small, £14/£19;
turbot, £14/£19; small,
£70/£85; lemon sole, £70/£80;
Dover sole, £130/£172; sills,
£90/£136; brill, £40/£60; dabs,
£14.50/£26; catfish, £26; per 10
st. kit.

ABERDEEN

298 tons from 11 boats. Faroe
and North Sea. Prices: cod,
£26/£27.50; large codling,
£24/£27.50; med. codling,
£27/£31; small codling,
£28/£35; ling, £21/£28; lythe,
£28/£35; saith, £12.20/£17;
large haddock, £29/£35; med.
haddock, £26/£30; small haddock,
£16/£22; whiting,
£14.40/£23.40; lemon sole,
£47/£75; plaice £25/£51; per cwt.
Halibut £23/£20; per stone.

AYR

1248 cwt from 42 boats. Prices:
cod and sprags, £3/£4.10; codling
£2/£3.10; large haddock,
£4.20/£4.90; small, £3.40/£3.50;
hake haddock £2.10/£5.00; large
whiting, £2.55/£2.85; small
whiting, £2.50/£2.80; large plaice,
£2.90/£4.30; small plaice,
£3/£3.75; whiting, £1.50/£2.45;
skate, £1.50/£2.40; saith,
£1.40/£1.80; lythe, £3.05/£3.50;
ling, £2.50/£3.50; monkfish,
£2/£3.10; cod, £2.85/£4.10; lamp
sole, £6.80/£7.80; dabs,

HERRING REPORT

THURSDAY, FEBRUARY 23

Mallaig: six trawlers, 98 tonnes;
one purser, two tonnes;
homomarket, £20/£38.40.
Slightly mixed to very mixed in
size. 320/560 per 50 kg.
Unnapool: four trawlers, 50
tonnes; homomarket at £23.38.
Mixed in size. 390/560 per 50 kg.

WIDFORD

Mallaig: three trawlers
tonnes; homomarket at
£22.80/£24. Slightly mixed to
very mixed in size. 340/560 per
50 kg. Additional ton tonnes
per cwt.

WIDFORD

Unnapool: two trawlers,
tonnes; homomarket at £23.38.
Mixed in size. 320/560 per 50 kg.

WIDFORD

Unnapool: two trawlers,
tonnes; homomarket at £23.38.
Mixed in size. 320/560 per 50 kg.

WIDFORD

Unnapool: two trawlers,
tonnes; homomarket at £23.38.
Mixed in size. 320/560 per 50 kg.

WIDFORD

Unnapool: two trawlers,
tonnes; homomarket at £23.38.
Mixed in size. 320/560 per 50 kg.

£16.60/£18.80;
£6.50/£10.20 per box.

MACDUFF

210 boxes from 12 boats. Prices:
haddock, £3.20/£3.50; plaice,
£3.40/£3.70; monkfish, £3.50/
cod, £3.50/£3.70; per stone.
£1.25/£1.40; small cod,
£15.60/£20; medium haddock,
£22.40/£24.00; small haddock,
£15.80; per box.

LOCHINVER

250 boxes from 4 boats. Prices:
cod, £2.70/£3; haddock, £2.50/
whiting, £1.75/£2.20;
£2.50/£3.20; mackerel, £1.50/
ling, £4.50; plaice, £1.50/
dabs, £1.20; monkfish, £3.50/
£1.30/£1.70; roes, £3.50;
£1.30/£1.70; whole prawns,
£9.75/£10; large prawns
£11.50/£25.40; small prawns
£13.20/£14.10; per stone.

FRASERBURGH

581 boxes from 32 boats. Prices:
small haddock, £17/£20;
selected haddock, £22/£25;
haddock, £27/£30; round
hake, £18; dogfish, £15;
ling, £20/£21; cod and ang,
£24/£25.50; whiting, £12/£22;
bake, £18; dogfish, £15;
monkfish, £22/£25;
£9/£13; per box. Skate, £3;
small mackerels, £1.30; med.
mackerels, £2.80; mixed dabs,
£3.50; small lemons, £6.80/£7.20;
stone.

HUCKLE

Prices: cod, £1.10; haddock,
£1.80; monkfish, £2.50; ling,
£1.50; plaice with roe, £2;
green, £1.50; skate, £1.10;
prawn tails, £22; ling, £2;
small, £1.50; per stone.

SCRABSTER

370 boxes from 10 boats. Prices:
codling and cod, £17.80/£2.20;
haddock, £14/£24.80; plaice,
£26.80/£28; lemon sole,

SCRABSTER

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£26.80/£28; lemon sole,

SCRABSTER

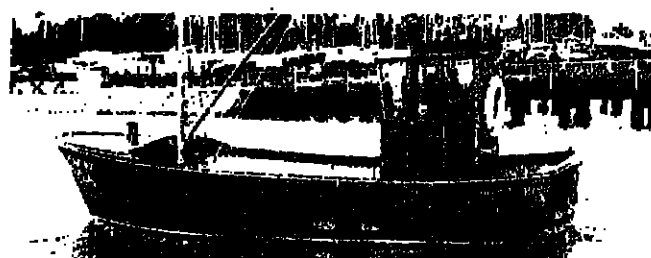
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SCRABSTER

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haddock, £14/£24.80; plaice,
£26.80/£28; lemon sole,

SCRABSTER

370 boxes from 10 boats. Prices:
codling and cod, £17.80/£2.20;
haddock, £14/£24.80; plaice,
£



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'Courage of the families' Port's tragic history

TRAGEDY has hit countless fishing families in the north-east of Scotland over the years and each time there are new wounds to heal.

Apart from the massive death toll from casualties involving fishing vessels, there have also been numerous losses with all hands... such as *Caledonia* (PD); *Quiet Waters* (PD); *Ocean Maid* (PD); *Blue Crusader* (A); *Coral Isle* (A) and *Nautilus* (FR), whose disappearance in the same area six years ago is being compared to that of *Enterprise* by some townspeople.

The toll goes on: *Trident* (PD), *Refresco* (BF) and

only just over a year ago, *Sapphire* of Lossiemouth.

Fraserburgh has also suffered unforgettable disasters in the loss of two life-boats, with all but one of the crews lost.

Councillor Alex Noble, chairman of Fraserburgh Harbour Commissioners and former provost of the town, said: "We in Fraserburgh have been more affected than most places as far as sea tragedies are concerned. Whenever anything like this happens the gloom spreads throughout the town — it is not confined to the fishing quarters."

Superintendent Cyril Tuttle of the RNMDSF in Fraserburgh has "broken the news" to relatives on a

number of occasions before, but this was the first time he has had to undertake such a big tragedy.

Where there is grief there usually is a 'Mission man' and, having offered comfort to the distraught families in the past week, he said: "I have nothing but admiration for the folks concerned."

"Having visited them and seen how brave these wives, mothers and other relatives are, my admiration is increased all the more for the courage they show."

Prayers will be offered in local churches at the weekend; meanwhile, ministers will discuss and arrange a memorial service for the unfortunate young crew of *Enterprise*.

Heartbreak

From page one

the authorities who undertook to broadcast to shipping in the area.

A number of vessels started to keep a lookout until they were joined at first light by the *Nimrod* aircraft. Other boats gave up their fishing-time and, hampered by bad visibility, carried on searching for any clue to the fate of *Enterprise*.

Sunbeam (LNS), *Stanhope* (LNS), *Aquamar* and *Grando* all joined in the search for debris but, although a number of items including boxes and driftwood were located, none was from the missing vessel.

Boy Andrew II, however, did pick up a hatch-cover and landed it at Peterhead on Thursday last week but it, too, was ruled out as being far too big to have come from *Enterprise*.

Fishing News spoke to 'Norrie' Bremner, skipper of the Wick-registered *Boy Andrew II*, when she docked at the Buchan port. He said that the entire fleet was stunned by the tragic event and they were only too willing to do whatever was necessary to help in the search for any sign of their friends.

"I never felt that the debris had been from the *Enterprise* but, by picking it up, it might give a lead on any other vessel or simply help to eliminate it from the search."

Skipper Bremner said that the weather during *Enterprise's* possible last hours were as bad as he had experienced while working on these grounds.

Although the aircraft were officially off the search, HMS *Orkney* was still investigating reports of several items floating due east of Mull of Kintyre. An RAF *Nimrod* had spotted what she thought to be a tarpaulin floating just beneath the surface of the water.

Within three miles several planks, some red fishing buoys and what appeared to be a small slick were also spotted. The *Nimrod*, under the command of Flt Lt Andy Neal (29), dropped markers and a sonar buoy and alerted HMS *Orkney* some distance away. Coastguards said it was unlikely that the tarpaulin was from *Enterprise* but, as her agent was sure she had nothing resembling such an item on board.

By Friday, the aircraft had searched had been called off after failing to produce any tangible lead. However, pilots had been asked to keep up surveillance over the area.

The Department of Trade has already begun preliminary investigations into the disappearance and now feel there is no real chance of recovering the vessel.

ICELANDIC SHIPS TO LAND AT HULL

THE FIRST Icelandic wet fish trawler to land at Hull for more than a year is due in today (Friday).

She is expected to land 1,000 kits and will be followed on Monday by another trawler with 2,000 kits — and an even bigger landing will be made on Wednesday.

The decision by the port's bobbers to lift the ban has been welcomed by cod-starved merchants. "This move has come just in time. We have got down to rock bottom in every way," said Arthur Bull, vice-president of the Hull Fish Merchants' Protection Association.

A spokesman for the British Trawlers' Federation said: "While we can understand the pressure from shore-based interests to bring in Icelandic fish, this is the final humiliation for our trawlermen."

A meeting was due to take place today between trawler owners and the Icelandic Consul to make arrangements for agenting the vessels.

The ban might have been lifted earlier, but Transport & General Workers' Union officials have been seeking assurances that there would be a continuity of supplies from Iceland. It is understood that imports will run at 15,000 to 20,000 tons a year.

The arrangement to bring in Icelandic fish is subject to satisfactory prices being obtained. The way the Hull market was reacting to cod this week throws some doubt on how long the landings will continue.

There are now fears that Iceland will be using this latest move as a lever on the EEC to reduce tariffs on flat-fish.

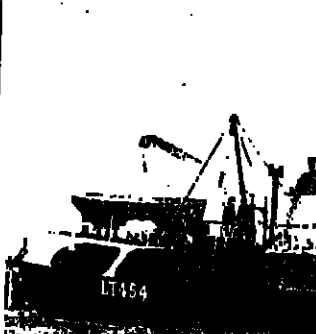
At Grimsby, where the fish porters intend sticking by their decision not to land Icelandic vessels, there was anger.

South Humber-side fish merchants were very upset that the quantity involved — 15,000 tonnes per year — looks like being entirely earmarked for Hull.

In some quarters it was felt the time had come for the port's lumpers to reconsider yet again their position on Icelandic wet fish landings.

is that eventually the south Humber port will attract all the wet fish trade by virtue of its much stronger markets. Even the Icelandic trawlers landing at Hull may not be enough to save the port's dying wet fish trade.

One view held in Grimsby



BACK TO EAST COAST

FLEETWOOD has lost another Boston Company trawler, *Boston Whirlwind* (above) has moved back to Lowestoft and a career on oil rig work following the pull-out of *Boston Beaver* (see page 17). Last month it was announced that the six-strong BUT fleet was leaving the port.

Raid on boats

THIEVES have raided two fishing boats at Eastbourne, Sussex. They broke into the cabins and stole equipment worth £200.

A compass worth £80 was stolen from *Harvester the Second*. Radio equipment, a stove, a pair of binoculars, two fishing rods and signal rockets were taken from *Dawn-breaker*.

SEINING RECORD

THE anchor-seiner *Christiansborg* — landing her maiden trip to Consolidated Fisheries Ltd. at Grimsby on Tuesday — smashed the port earnings record with a grossing of £12,742.

Christiansborg (Sk. Egon Dam) turned out a massive 848-kits (almost 35 tons), mainly cod and codling.

The landing was one of the biggest ever put ashore by any of the local seiners. The *Christiansborg* landed at Grimsby and the record, set by *Ediel* six days earlier, by a staggering £1,400.

Christiansborg also re-qualified herself as the Humber's number one seine hauler, having previously held the Hull record which

also stood for the Humber until *Ediel* broke it on March 1.

The record was the highlight of a trio of big trips for Consolidated Fisheries at Grimsby this week, being sandwiched between £10,232 by *Kronborg* (494-kits on Monday) and £8,040 by *Vishorg* (302-kits on Wednesday).

Already the Grimsby firm is seeing a good return on the reported £1 million deal which secured the 10-strong seiner fleet from the Boston Group of Hull earlier

Action on VHF

FALMOUTH MP, David Mudd, has persuaded the Department of Trade to take further steps to stop misuse of VHF radio frequencies, particularly distress wavelengths, by foreign fishing vessels operating off Cornwall.

Mr. Mudd had complained that vessels using distress frequencies for social chit-chat had impeded at least one rescue operation where there was loss of life.

After a series of approaches to Shipping Minister Stanley Clinton Davis, Mr. Mudd has persuaded the Department of Trade to:

(1) provide the coastguard with tape recorders so that verbatim evidence will be available;

(2) provide leaflets printed in Russian and German for issue to visiting vessels;

(3) make a Russian-speaking radio operator available to minimise misunderstandings and rule out the excuses of offenders that they had language difficulties;

(4) remind coastguard and coast radio stations of the relevant regulations to be quoted formally when rebuking offenders;

(5) press the Home Office to follow up cases where vessels have broken international radio regulations;

(6) and to assemble all supporting evidence for possible submission to the International Maritime Consultative Commission.

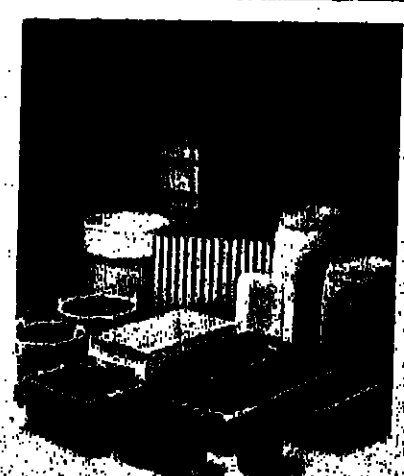
Mr. Davis told Mr. Mudd: "We are already seeking co-operation by all practicable means and plan to take firm action against offenders, but it is very difficult to obtain adequate evidence, in particular clear proof of identification."

Mr. Mudd promised to return to the matter if there was not an early and noticeable improvement in the situation.

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Canada bids for bigger share of UK market

CANADIAN fish exporters are aiming to make a big impact on European markets. Traditionally, Canada has relied heavily on the United States as an outlet for fish but, faced with declining prospects in this area, attention is now being switched elsewhere.

This situation was highlighted in London on Monday when the Canadian Government staged a big fish promotion which will move on to six other European countries. Some 30 companies from the Atlantic and Pacific coasts displayed a wide range of fish products.

The more practical issues of importing fish from Canada were tackled at a series of 'workshops' which

dealt with demersal fish, salmon, shellfish and herring. Working on forecasts to the mid-1980s, when Canada expects to have rebuilt her stocks and phased out foreign fishing effort, the TAC for Atlantic demersal fish — including cod and haddock — is expected to rise from 352,000 tonnes in 1977 to 590,000 tonnes in 1985. The prospects are not so good for herring, rising from 250,000 tonnes in 1978 to 275,000 tonnes.

As Canada moves towards reaping the benefits of a 200-mile limit, the groundwork is now being done to ensure that there is a market for her fish.

Apart from Europe, the other main export areas Canada will be concentrating on are Japan and the Eastern blue countries, said the Hon. Dan Reid, Minister of Fisheries for Nova Scotia.

"By 1985 domestic stocks will double, if not triple," pointed out Mr. Reid. "By then we will be able to move into developing under-utilised species such as grenadier and silver hake."

Canada still has a long way to go in the development of her fisheries, Mr. Reid said, that the fleet was "unsophisticated" and there were opportunities for a transfer of technology from the UK. "We still have to learn how to crew and run freezer trawlers, and fish processing plants need help in preparing a suitable product for the UK market".

Prices paid to UK fishermen staggered. Describing the 15 per cent tariff on herring into the EEC as "formidable", Mr. Reid said that discussions on this barrier are now going ahead.

By 1985 Canada expects to be exporting 90 per cent of her fish production, said Mr. R. D. Merner, fisheries chief of the Department of Industry, Trade and Commerce in Ottawa.

Fishing News will be taking a look at some of the Canadian fish products in its *Fish Handling* supplement on March 24.

Canadian herring: see Comment, page 2.

PETERHEAD POWERS ON

RECORD returns for the year to the end of February have been reported at the latest monthly meeting of Peterhead Harbour Trustees.

Revenue for the year totalled £309,939, an increase of £21,678 compared with the previous 12 months.

During February revenue amounted to £59,898 — £1,504 more than in February 1977.

The value of white fish landed and sold in February was £2,293,701, compared with £2,200,346 last year. Due to white fish increased by £4,067.

Chairman John D. Buchan, commenting on the increase in the value of white fish landings, described the figures as nothing less than

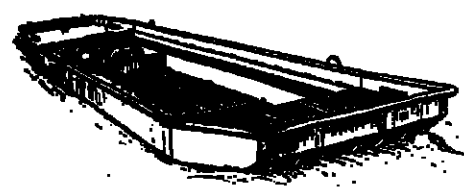
"staggering". The value has risen from £9m. to £27m.

A letter from Mears Construction Ltd. pointed out that the revised estimated cost of covering in the patent slipway was £427,285. At one time the figure of £50,000 was mooted for the project and the trustees have applied for an EEC grant for the development.

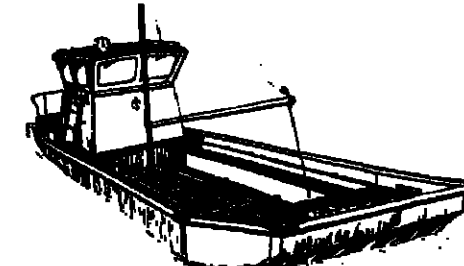
Skipper William N. Buchan said that they should forget the price quoted, but that the work might be done in stages.

The trustees congratulated Douglas Henderson MP for his letter following his consultations with the National Dock Labour Board regarding the position of Peterhead and Fraserburgh on exemption for dock labour unloading catches.

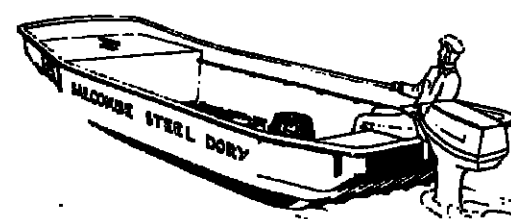
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FISHERY OFFICERS ON COURSE

A PARTY of 24 fishery officers on a diploma in fishery management course organised by the Grimsby College of Technology spent last week visiting the Fisheries Laboratory at Burnham-on-Crouch.

The party consisted of students from a range of countries including Tonga, Malaysia, Burma and Kuwait. Several students also came from African countries.

At the Essex lab the group was shown aspects of the laboratory's research programmes on shellfish management, shellfish microbiology and pollution control; they also received practical training in stock assessment techniques and sampling.

The fishery officers, who will spend about one year in the UK, will also visit other Government fisheries laboratories.



The Lowestoft-based trawler *Mohave* limped back into port last Saturday morning with her bows badly damaged after a collision with an unknown vessel just before midnight on the previous night. The collision occurred in dense fog in the Smith's Knoll area. The other vessel did not stop and *Mohave's* crew described her as bigger than an ordinary coaster and lightish in colour.

'Queen' of Lowestoft

TOP EARNER at Lowestoft last week was the Tallman owned side-trawler *Bentley Queen* (St. Alan Gill) which landed 687 kits on Wednesday after a 13 day trip to the North Sea grounds to make £17,730.

In second place was another Tallman vessel — the stern trawler *Bobby Queen* with Skipper A. L. Hutchinson in command. She landed 689 kits after 11 days at sea, to earn £17,571.

Culne's side trawler *St. Croix* (Skipper John Peeki) took third place on Monday with a £16,193 grossing from 646 kits (including about 600 kits of plaice) at the end of a 13 day trip.

Tallman's *Ripley Queen*, a sister ship of *Bentley Queen*, was in fourth position. Returning for Friday's market after an 11 day trip with Skipper John Deacon in command, her 651 catch sold for £14,897.

Fifth place was taken by another Friday landing, by the Colne owned *St. Mark*, the largest trawler in the Lowestoft fleet, which under the command of Skipper J. Kelly made £14,621.

BELGIAN BREAKS MILFORD RECORD

MILFORD Haven's port grossing record was beaten last week — thanks to a broken trip.

The Belgian beam trawler *Surveyor*, which is no stranger to the port, developed engine trouble and put into the port with 153 kits, including 45 eight-stone kits of soles, which sold for £8,107.

The soles averaged more than £140 a kit for the Ostende-registered vessel.

This was in sharp contrast to the fortunes of local trawlers. Top ship among them was *Brenda Wilson* (Skipper Rees Evans), which landed 148 kits selling for £4,780.

Next was *Bryher* (Skipper A. James) which made £3,621 from 107 kits.

It is ironic that the port record should be broken with a sole catch at a time of year when the port's vessels used to reap a rich harvest on the Trevose sole grounds off Cornwall. Catches of more

than 60 kits of the variety were the rule rather than the exception.

Now a catch of such size would be remarkable, given the decline of the fishery with regard to side trawling.

80-FOOTER

THE 80ft. *Fidelis II* was launched last Saturday at the Campbelltown Shipyard for Skipper Stewart Buchan of Fraserburgh.

The steel-hulled vessel will be handed over to her skipper when completed in April.

Skipper Buchan said at the Campbelltown launching: "I am ab-

solutely delighted with her. She has been built for seine net and white fish trawling and we will be fishing her from Fraserburgh and landing in Peterhead."

Skipper Buchan is to work her in partnership with his three sons — James, Stewart and David — and she will have a crew of eight.

Nimrods: wrong role

SIR, In an article 'Nimrod The Mighty Hunter Sampled' published in *Aviation News*, March/April 1974, J. D. Ferguson wrote his praise of the military role of the Nimrod aircraft.

But what about the other role of the Nimrod (which J. D. Ferguson completely ignores, like many others who hail and praise the Nimrod)? The role of assisting in civilian air/sea rescue and search/finding civilian sea crafts such as distant water fishing trawlers and finding clues about what happened to them when they were lost.

Again this week, Nimrods returning to base after searching 3,000 sq. miles of the North Sea for the missing Fraserburgh trawler *Enterprise* sadly had to report "no signs of ship or wreckage" — words which have become very familiar to relatives of fishermen and owners of missing trawlers in recent years.

For years I have been highly critical of the Nimrod in this type of search for missing

LETTERS

trawlers and wreckage, to seek and find survivors who may be adrift without a radio or signalling device or some other homing equipment attached to life-raft or life-jacket that highly sophisticated equipment can home in on.

Am I alone in my criticisms of the Nimrod in their civilian role? Surely the Government and, especially the Departments of Defence and Trade, are aware of these criticisms. Considering the fact that RAF Nimrod crews have on numerous occasions openly criticised serious restrictions and capabilities of the aircraft in the civilian role, is for the aircraft to be successful in search/finding.

Nimrod crews have shown concern about the view forward from the aircraft. Several aviation journalists have also commented on this seriously restricted outlook as they have flown in the

quoted in the beginning of the letter.

Compare this view forward with that of the Shackleton. Compare many aspects of the Shackleton with the Nimrod and you will wonder what the Government was thinking of when it replaced Shackletons with Nimrods. One can see from a glance that the Government was not concerned for the civilian rescue these Nimrods were expected to perform.

On a military basis I am not comparing the Nimrod with the Shackleton; there is no comparison. I am interested in air/sea rescue/search for civilians such as fishermen who work in the most hazardous of weather and are at risk at all times. These men, their families, and their industry are entitled to rescue services as any other workers which have the 999 emergency call.

I have mentioned the performance and success of the Shackleton when they were doing the job of civilian rescue before the Nimrods took over

Shackletons cannot fly for now and it is past time that the Government should replace them with a suitable aircraft. In my opinion the Nimrod is not a replacement for the work in air/sea rescue for civilian crafts in distress such as when trawlers are lost — in which the Shackleton had such a high performance.

Nimrods cannot with their sophisticated equipment pick out wreckage, bodies or clues from that of rocks and shore-lines or of other clusters on land.

The Shackleton was called in the search for the British trawler *Enterprise* off Denmark. The conditions the Nimrod was required to fly in and a Shackleton take over.

Somewhere there has been a judgement. The Shackleton was replaced by the Nimrod and the Nimrod has not yet been replaced.

FLEETWOOD LUMPER BAN STAYS

FLEETWOOD's lumper ban on landings at the port by Icelandic trawlers is not to be lifted in the immediate future.

This was announced last week by Ted Hammill of the Transport and General Workers' Union. He was speaking after the news that Hull lumper had lifted their ban on Icelanders.

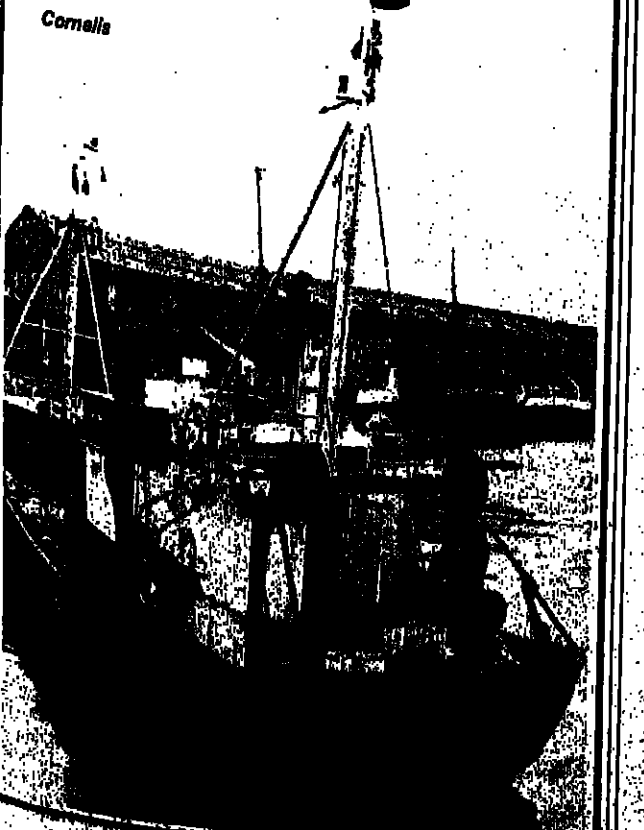
"Some people think that lifting the ban will solve everything," he said. "But we don't. We want security of jobs for Fleetwood fishermen, Fleetwood lumper and everyone else."

CORNELIS—NEW PORT

THE FORMER Dutch-owned steel trawler *Cornelis* is now operating from Grimsby. The 84-ton vessel — bought by a Hull company — transferred to the south Humberside port last week from where she will work as an addition to the inshore trawling fleet.

Cornelis (LT 281) was built in Groningen in 1964 as a cutter for owners at Urk, Holland. Almost four years ago the vessel was sold to interests at Lowestoft.

Cornelis is being managed at Grimsby by Tom Slight (F.S.) Ltd. This agency has recently made a series of spectacular grossings in the inshore trawling sector.



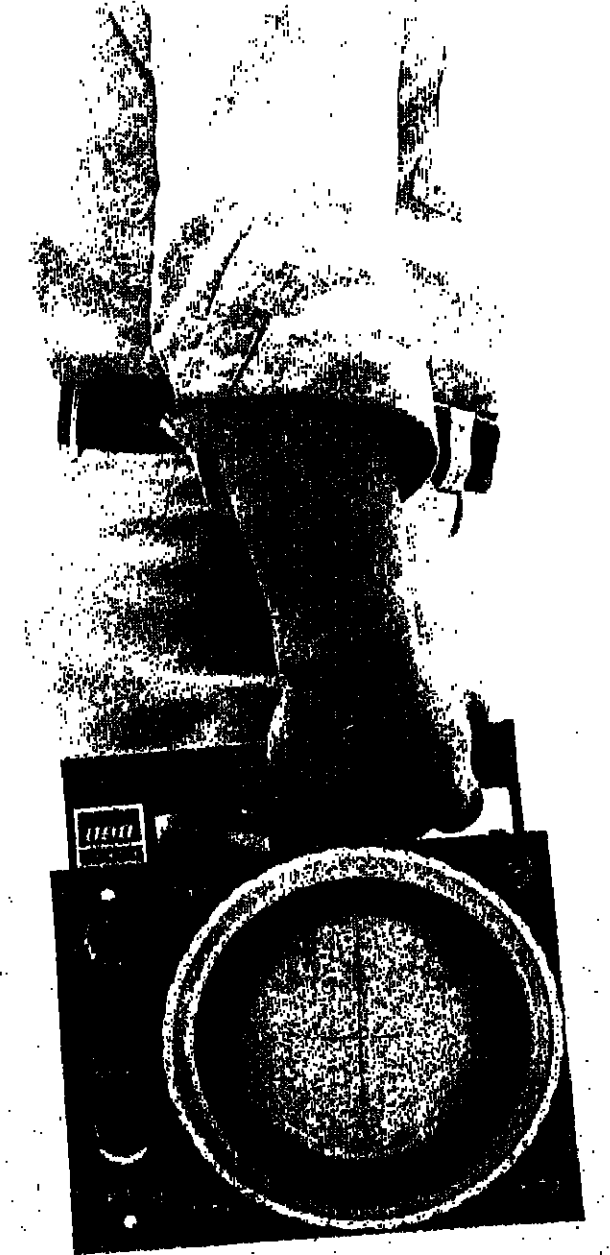
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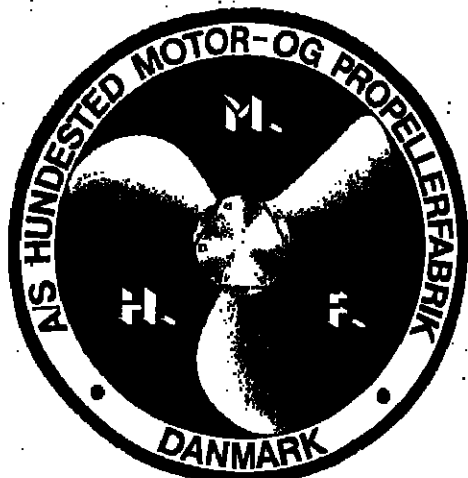
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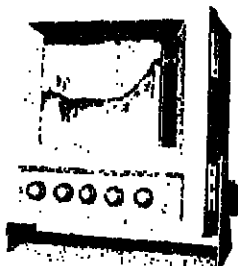
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TRADE ENQUIRIES WELCOME

Grimsby catches up in time for Easter

LANDINGS at Grimsby topped 25,000 kits last week for the first time this year and there were the signs of an improvement in demand as the port gets into gear for the run in to Easter week.

Stealing all the limelight in easily their best week were the port's anchor-seiners with a string of big landings and grossings.

These included an earnings record for skipper-owner, Leif Gravesen, in *Edlei* with £11,461 from 337 kits (*Fishing News*, March 3) since beaten (see page three). This was mostly top quality bulk cod after 23 days on the Clay Deep which bettered the old port record, set last July, by £500.

Edlei also topped the Humber seining record of £11,000 by the one-time Hull seiner *Christianborg* established in June 1976.

This remarkable achievement by *Edlei* headed a very big week for the Danbrit agency which also landed *Mary Ronn* (£10,443 from 306 kits) and *Pandion* (£8,228 from 264 kits) from North Sea trips, as well as agenting several very useful landings by Danish vessels.

Biggest individual local landing came from Jubilee's *Gladnes* (Skipper Jorgen Olesen) with a massive catch of 405 kits of Heligoland cod and codling. This sold for £10,447 after 17 days and is one of the largest landings ever recorded by the Grimsby anchor-seining fleet.

Also in the money again were *Margrethe Bojen* (Skipper Jens Bojen) and



Record-breaking smile from Skipper Leif Gravesen (right) after smashing the port anchor-seining high. With him are deckle Pete Cullen (centre) and watchman John.

Frances Bojen (Skipper John Richardson) with a 16-day pair trip worth £27,922 from a combined turnout of 946 kits of North Sea cod and codling and sold through the John R. agency.

There was only one distant water trawler landing during the week from the Boston Group's *Boston Phantom* (Skipper William Barker) which grossed only £33,034 from 1,058 kits, including 450 of haddock, 350 of codstuffs and 75 of reds (48 of which went for meal), after a 24-day Norway Coast trip.

Middle water landings from Westerly trips were again very heavy and nearly all the voyages included big hauls of codley or saithe.

The salters were very ac-

tive for the second successive week stepping in to buy a total of 6,064 kits which would otherwise have gone to meal to keep grossings respectable.

Pick of the bunch was the £40,894 made by the French stern dragger *Grauvignes* through the Boston agency from a 2,198-kit landing, including 270 of haddock, 20 of blue ling, 30 of dab and 1,800 of codley, while the best local effort came from *BUT's Ross Kashmir* (Skipper John Roberts) on £31,505 from 1,371 kits.

Heaviest catch came from *BUT's Ross Kashmir* (Skipper Johnny Meadows) with 1,020 kits, which sold for £30,008.

FROM THE 'WICKED' TO THE 'WONDERFUL'

FOR OBVIOUS reasons *Fishing News* does not go out of its way to upset advertisers... but this time we are going to chance our arm.

In his regular advertisement Jo Barnett, salmon king at the court of Associated Fisheries, has kept readers up-to-date with his ongoing (and sometimes

non-going) relationship with his assistant, the "Wicked Angela Potter". In a weak moment it seems he let her have time off for some social activity and now she is in the throes of procreation.

Joe is now caught up with his new lady who (for the time being) is everything wonderful. Last week in his advertisement Joe cautioned

his readers to "watch this space".

Following a not slightly taken decision, we have decided to pre-empt this promise and show just what the new 'wonderful lady' looks like. Indeed, it is two for the price of one, with the 'Wicked' Angela also occupying a large area of camera lens.



The new and the old: 'Sweet Sue' Self and 'Wicked' Angela Potter. (Left) on 20th January, (right) on 27th March.

St. Giles tops £37,000 at Hull

HULLING'S St. Giles — the only wet fishing vessel landing a catch at Hull last week — made £37,000 for 1,131 kits at the Thursday sales.

The trawler had been on a 24-day trip to the Norwegian coast under the command of Skipper D. Milner and the turnout included 287 kits of haddock averaging £42.68 per kit. The average price for the vessel's codstuffs was £31.81 per kit.

Hull also had overseas supplies from (shore) port of 1,800 boxes on the same day.

...Forester's £79,905

HULL started off in the style this week with £79,905 landing by the Newington-owned *Forester*. Skipper D. Taylor brought the vessel back from a 26-day trip to the Norwegian coast.

Forester put ashore 2,612 kits. Average price for her 1,555 kits of haddock was £48.54 and £27.89 for cod and codstuffs. Prices for cod were something of a disappointment.

Due to a mechanical breakdown during unloading, the landing was spread over two days.

MARKET CLOSED

GRIMSBY will be closed from Friday until Monday. The market as usual.

'RANGER' FUND IS HANDED OVER

A TOTAL of £5,500 has been raised in the Westcountry for the Boston Sea Ranger appeal after five crew members were lost late last year near Lands End.

The cheque was



Left to right: The Mayor of Penzance, Arthur Berryman; John Britten, landlord of the Dock Inn; Raymond 'Pedlar' Palmer, one of the survivors; and Mr. Nick Brighouse, the chairman of Waveney District Council, during the presentation ceremony. Mr. Brighouse holds the cheque and Mr. Palmer the drawing of *Boston Sea Ranger*.

presented at the Dock Inn, Penzance, by John Britten to Nick Brighouse, the chairman of the Waveney District Council, based at Lowestoft, who launched the appeal.

It was back on December 5 last year that the *Lowestoft stern-trawler* capsized and sank off Cornwall's Gwennap Head, near Lands End, with the loss of five lives.

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"It doesn't matter where the lifesaving buoy comes from. *Enterprise* is now another statistic in a long line of fishing vessels which have disappeared without trace," he said.

Use this Chart...

...if you believe that Kelvin engines are used solely in trawlers operating around the Scottish coast. A rumour which, though persistent, is about as accurate as that chart.

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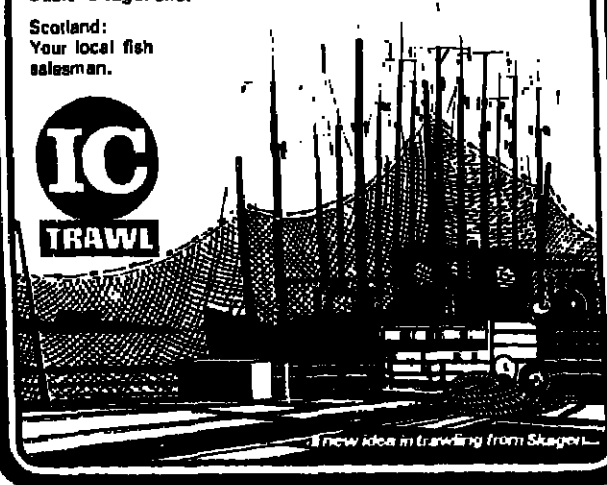
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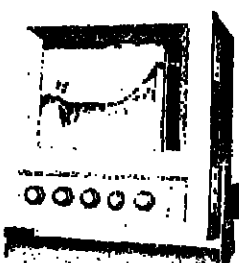
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TRADE ENQUIRIES WELCOME

Grimsby catches up in time for Easter

LANDINGS at Grimsby topped 25,000 kits last week for the first time this year and there were the signs of an improvement in demand as the port gets into gear for the run in to Easter week.

Stealing all the limelight in easily their best week were the port's anchor-seiners with a string of big landings and grossings.

These included an earnings record for skipper-owner, Leif Gravesen, in *Edlei* with £11,451 from 337 kits (*Fishing News*, March 3) since beaten (see page three). This was mostly top quality bulk cod after 23 days on the Clay Deep which bettered the old port record, set last July, by £500.

Edlei also topped the Humber seining record of £11,000 by the one-time Hull seiner *Christianborg* established in June 1976.

This remarkable achievement by *Edlei* headed a very big week for the Danbrit agency which also landed *Mary Rann* (£10,443 from 308 kits) and *Pandion* (£8,228 from 254 kits) from North Sea trips, as well as agenting several very useful landings by Danish vessels.

Biggest individual local landing came from Jubilee's *Gladness* (Skipper Jorgen Olesen) with a massive catch of 405 kits of Heligoland cod and codling. This sold for £10,447 after 17 days and is one of the largest landings ever recorded by the Grimsby anchor-seining fleet.

Also in the money again were *Margrethe Bojen* (Skipper Jens Bojen) and



Record-breaking smile from Skipper Leif Gravesen (right) after smashing the port anchor-seining high. With him are dockie Pete Cullen (centre) and watchman John.

Frances Bojen (Skipper John Richardson) with a 16-day pair trip worth £27,922 from a combined turnout of 946 kits of North Sea cod and codling and sold through the John R. agency.

There was only one distant water trawler landing during the week from the Boston Group's *Boston Phantom* (Skipper William Barker) which grossed only £33,034 from 1,058 kits, including 450 of haddock, 350 of cod and 75 of reds (48 of which went for meal), after a 24-day Norway Coast trip.

Middle water landings from Western trips were again very heavy and nearly all the voyages included big hauls of cod or saithe.

The salters were very active for the second successive week stepping in to buy a total of 6,004 kits which would otherwise have gone to meal to keep grossings respectable.

Pick of the bunch was the £40,894 made by the French stern dragger *Gravignes* through the Boston agency from a 2,198-kit landing, including 270 of haddock, 20 of blue ling, 30 of dabs and 1,600 of cod, while the best local effort came from BUT's *Ross Kipling* (Skipper John Roberts) on £31,505 from 1,371 kits.

Heaviest catch came from BUT's *Ross Kashmir* (Skipper Johnny Meadows) with 1,620 kits, which sold for £30,008.

FROM THE 'WICKED' TO THE 'WONDERFUL'

FOR OBVIOUS reasons *Fishing News* does not go out of its way to upset advertisers... but this time we are going to chance our arm.

In his regular advertisement Jo Barnett, salmon king at the court of Associated Fisheries, has kept readers up-to-date with his ongoing (and sometimes

non-going) relationship with his assistant, the "Wicked Angela Potter". In a weak moment it seems he let her have time off for some social activity and now she is in the throes of procreation.

Joe is now caught up with his new lady who (for the time being) is everything wonderful. Last week in his advertisement Joe cautioned

his readers to "watch this space". Following a not slightly taken decision, we have decided to pre-empt this promise and show just what the new 'wonderful lady' looks like. Indeed, it is two for the price of one, with the 'Wicked' Angela also occupying a large area of camera lens.



The new and the old: 'Sweet Sue' Bell and 'Wicked' Angela Potter (left).

St. Giles tops £37,000 at Hull

HAMLING'S St. Giles — the only wet fishing vessel landing a catch at Hull last week — made £37,961 for 1,131 kits at the Thursday sales.

The trawler had been on a 24-day trip to the Norwegian coast under the command of Skipper D. Milner and the turnout included 287 kits of haddock averaging £42.88 per kit. The average price for the vessel's codstuffs was £31.51 per kit.

Hull also had overland supplies from inshore ports of 1,900 boxes on the same day.

...Forester's £79,905

HULL started off in the style this week with a £79,905 landing by the Nowington-owned *CA Forester*. Skipper Dick Taylor brought the vessel back from a 26-day trip to the Norwegian coast.

Forester put ashore 2,612 kits. Average price for her 1,555 kits of haddock was £38.54 and £27.89 for codstuffs. Prices for cod were something of a disappointment.

Due to a mechanical breakdown during unloading, the landing was spread over two days.

MARKET CLOSED

GRIMSBY fish market will be closed for business from Friday, March 10, until Monday, March 13. The market will be open as usual again on Tuesday, March 14.

'RANGER' FUND IS HANDLED OVER

A TOTAL of £5,500 has been raised in the Westcountry for *Boston Sea Ranger* appeal after five crew members were lost late last year near Lands End.



Left to right: The Mayor of Penzance, Arthur Berryman; John Britten, landlord of the Dock Inn; Raymond 'Pedlar' Palmer, one of the survivors; and Mr. Nick Brighouse, the chairman of Waveney District Council, during the presentation ceremony. Mr. Brighouse holds the cheque and Mr. Palmer the drawing of *Boston Sea Ranger*.

The cheque was presented at the Dock Inn, Penzance, by John Britten to Nick Brighouse, the chairman of the Waveney District Council, based at Lowestoft, who launched the appeal.

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The industry should be invited to reconsider a system of position reporting, said Douglas Henderson (SNP East Aberdeenshire) so that, as far as possible, the coastguard knew where boats were at all times.

Mr. Davis: "At a meeting in June 1977, the Scottish Fishermen's Federation reviewed the reporting arrangements then in force for vessels fishing on more distant grounds.

"Unfortunately, despite efforts by the coastguard to try and enforce this voluntarily, there has been a reluctance on the part of fishermen to disclose their fishing whereabouts, I think un- wisely."

Jo Grimond (Lib. Orkney and Shetland) wanted the adequacy of coastal radio links examined, but Mr Davis replied that it was not so much the reluctance of fishermen to disclose their fishing positions which was the trouble.

"I hope the impact of this tragedy will emphasise to them how important it is to ensure that there is radio contact, so that situations of this kind are made clear to the coastguard at the earliest opportunity."

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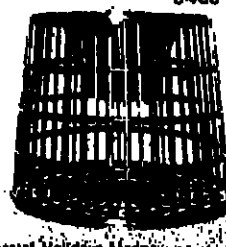
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IRISH REJECT PACT TO DROP 50 MILE LIMIT

THE IRISH Fishermen's Organisation has decided to fight on for a 50-mile limit and has rejected an invitation by the Irish Minister for Fisheries to participate in the drawing-up of fishing plans approved by the EEC. This, the minister claims, could have some control on foreign fishing.

By 10 votes to three at a five-hour meeting in Dublin last Saturday, the IFO executive rejected a proposal by its own chairman, Joey Murrin, that it should take part in the drawing-up of the plans.

The previous week Mr. Murrin, at a press conference with the minister, had agreed that the 50-mile limit campaign was a dead issue.

On Saturday it became a "live" issue again. Mr. Murrin said that he accepted the decision of the executive and the fight, which would be a long one, would go on.

The IFO in a statement after the meeting, said that the Government should stop using the fishing industry as a bargaining tool.

At the meeting, executive members were generally not satisfied with the recommendation of Mr. Murrin that they should gain what control they could from the fishing plans. A general dissatisfaction with the plans and lack of belief in their effective control were the dominant factors.

Representatives from ports throughout the country instanced reports of European

'ARNBORG' IN FIRST



THE 25-TON Buckle-built anchor-seiner Arnborg landed her first trip for new Grimsby owners Consolidated Fisheries Ltd. at the south Humber side port last week.

Arnborg was the first of the ten-strong fleet of former Hull seiners to land to Conso's since the company clinched its £1 million deal with the Boston Group at Hull last month.

After a 16-day North Sea trip to Heligoland, Arnborg turned out 283 kits of cod and codlings which sold for £7,811. It was one of the best grossings of the year at Grimsby, but came in a week of exceptionally high grossings by the local fleet and, finally, ended up as fifth-best.

Consolidated had several more trips this week from its fleet of 'borg' seiners, which have all fished well since the transfer to Grimsby went through. Arnborg is skippered by Viggo Dam.

Fish-on Order

FAROESE fishing vessels are now fishing inside UK waters under a Fishery Limits Act 1976 order laid before Parliament last week. The ships will operate within the terms of the agreed record of catch limits of the Faroe Islands between the Com-

mission of the European Communities and the Faroe Islands on February 3.

The order, which came into effect on Friday last week and ceases to have effect on April 1, 1978, will allow Faroeese fishing vessels to fish in specified areas for named species of fish.

no one from the Naval Service was available at the time, 10.30 pm.

"The Government gave a commitment to place five Naval vessels at strategic positions on the Irish coast to protect our fishing rights, but they have failed to implement their promise. We must be

protected if our fishing industry is to survive."

French trawler skipper, Alberto Mantova (55) of the Athos, was fined £50 and ordered to pay £45 expenses when he was convicted at Waterford of having a net with undersized mesh on board eight miles south-east of Mind Head on February 22.

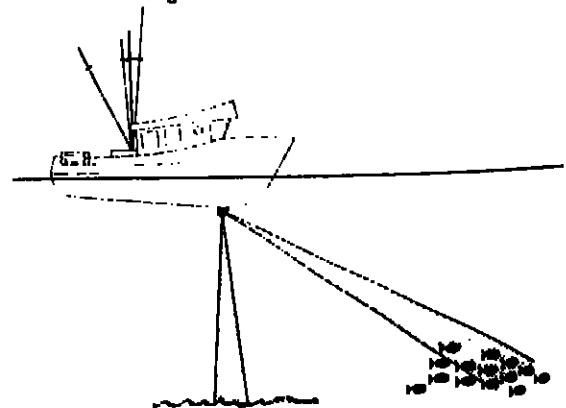
Officers of the Naval Service fishery vessel Setanta gave evidence of finding the mesh of the nets to be not more than 65 mm, whereas the legal requirement is 70 mm.

Because of the Irish High Court decision, as reported in *Fishing News*, the Irish Government is now considering amending legislation to change penalties for illegal fishing in Irish waters. The maximum now stands at £100.

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'Stirling' performance at Fleetwood

BOSTON STIRLING sent the Fleetwood middle water record flying last week. The small stern trawler skippered by Bill Bridge put ashore a landing which made £38,537.

This record-earning catch of 1,953 kits included 40 of hake, 140 cod, 100 haddock and more than 1,100 kits of coley. Her excellent grossing keeps Skipper Bridge in the forefront of Fleetwood middle water fishermen—a position he has occupied since his early 20s when he started with the lagoon firm, now taken over by Boston Deep Sea Fisheries.

This landing was also a telling answer to the Frenchmen landing at the port who are claimed to be more expert than the local men.

However, Stirling's performance was not enough to put the French trawlers in the shade last week.

The Lorient stern trawler *George Cadoudal* arrived at the port from the Muckle Pugga area with 3,031 kits which made an outstanding £53,848.

It appears likely that more French vessels are to land at the port, especially since the announced withdrawal of the Wyre Trawlers fleet.

The port had one of its spasmodic distant water landings during the week with the arrival of the stern trawler *Luneda* from the Norwegian coast, although it must be added that she spent part of her time on the British middle-water grounds.

Hull skipper, David Hinchcliffe, brought the vessel back to port with 1,132 kits after 24 days for a grossing of £26,659. Included in the catch were 40 of hake, 400 of cod and 25 of dogs.

With markets far from exceptional local near water trawlers did not by any means break records, although one vessel in this section averaged more than £40 a kit for her catch.

This was the wooden trawler *Girl Doris*, skippered-owned by Jack Delroy, which landed 101 kits from the North Channel grounds for a grossing of £4,074.

This fall in the market is partly explained by the fact that much of the fish landed is full of roe and many varieties are on the thin side, but at least inshore catches have begun to show some promise.

Silly boarders grab trawler

A SCOTTISH trawler was boarded near the Bishop Rock Lighthouse on Thursday last week in protest at her fishing too close to the Scilly Islands.

Amongst the boarding party was the legendary coxswain of the St. Mary lifeboat, Matt Lethbridge.

Both Mr. Lethbridge and another member of the party, Roy Duncan, are members of the local Sea Fisheries Committee.

This body was set up by the Government four years ago as a result of complaints by the islanders over 12 years.

Although large-scale fishing within three miles of the mainland has been banned for some 80 years, this law did not apply in the Scillies until 1975.

Big trawlers have been taking huge catches of mackerel there. HSM Brinton is visiting the islands to investigate.

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BILL BRIDGES
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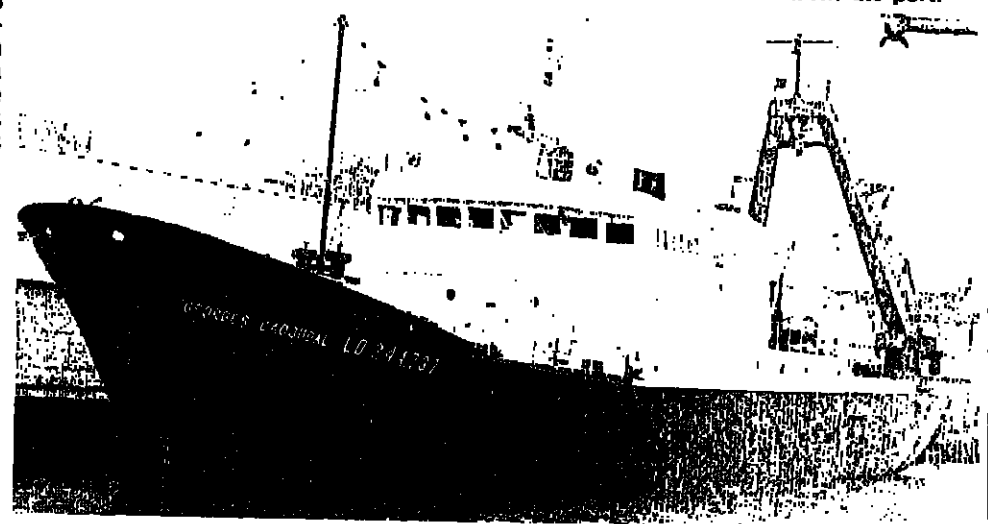
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Trawler towed in

The French stern trawler *Georges Cadoudal* (below) landed 3,031 kits at Fleetwood. More French vessels may follow now after Wyre Trawlers announcement to withdraw from the port.



THE NEWLYN trawler *Crimson Arrow* was towed back to the Cornish port on Monday after hitting a submerged object.

She then developed a serious leak about midnight ten miles south-east of the Wolf Rock lighthouse.

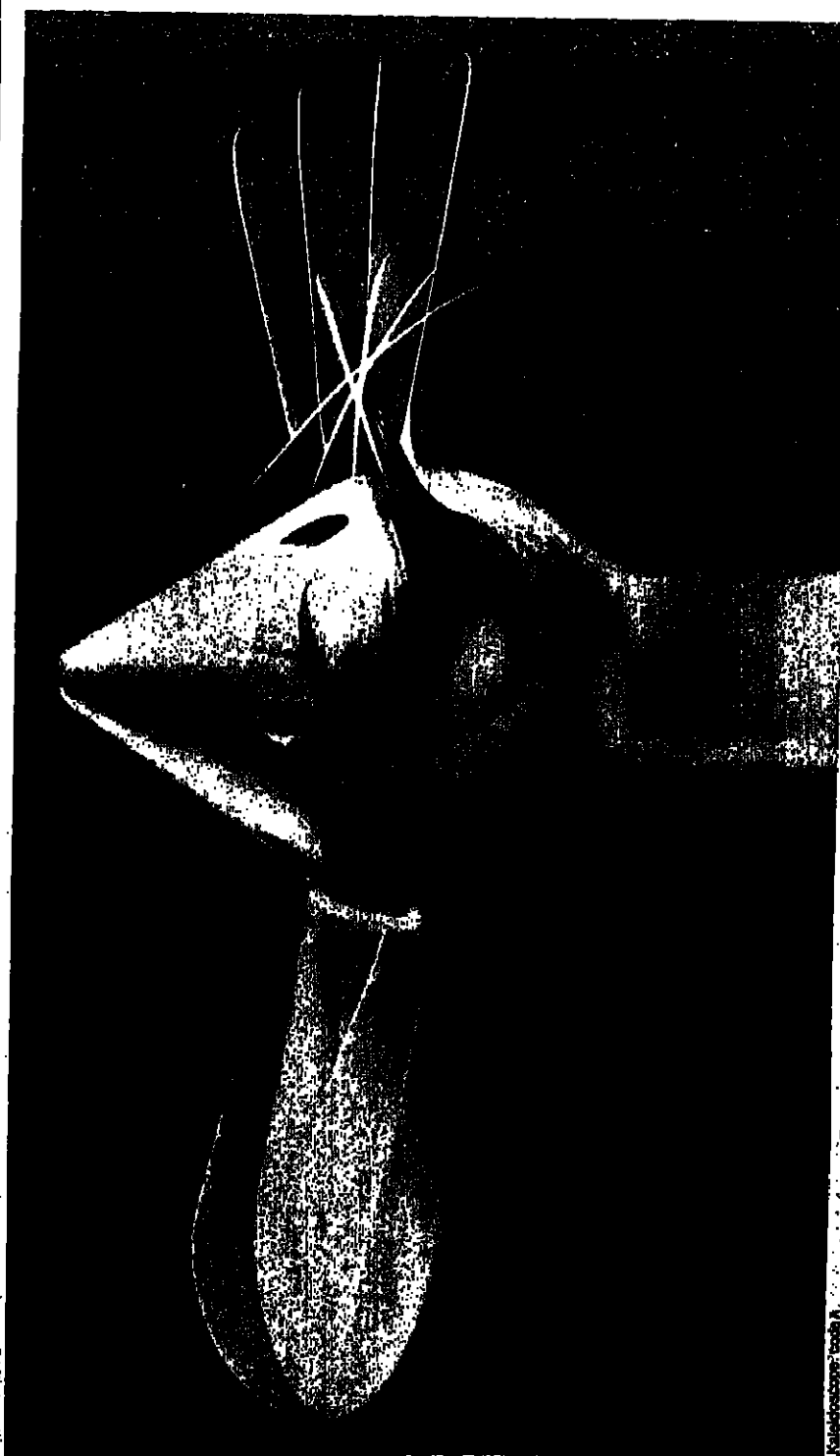
The boat, owned and skippered by Eric Matthews of Sennen and with five other crewmen on board, sent out a Mayday message.

The minesweeper HMS Brinton and the frigate HMS Plymouth went to the scene, as did local fishing boats.

A boarding party went from the minesweeper, and naval personnel and crewmen of the 70ft. *Crimson Arrow* formed a human 'bucket chain' to bail out the trawler.

They managed to keep her afloat as the tow went on by HMS Brinton. The tow was transferred to the local boat *Three Lads* off Newlyn and Penzance fishermen were waiting to pump her out.

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Hundested 120, 1200 Hvidevej, Copenhagen N-131, Denmark
Hundested 120, 1200 Hvidevej, Copenhagen N-131, Denmark

Special care for freezers

A MARINE coatings firm has devised a planned maintenance programme designed to keep the eight J. Marr-owned freezer trawlers based at Hull up to scratch.

The vessels vary in age and design, but it is possible to divide the work to be done into ten separate locations to allow maintenance to go ahead above or below decks according to the weather.

The principle behind the system worked out by Jotun-Henry Clark Ltd. of London is that, over a given period, coating systems can be brought back to the original standard. This prolongs the working life of the vessel and owners can budget maintenance costs accurately.

The firm claims that often maintenance on fishing vessels has little more than a cosmetic effect and can even conceal corrosion damage.

In addition to painting, the two-year maintenance plan includes detergent washing and fresh water pressure cleaning of previously completed paint works. By constantly cleaning and removing surface contaminants and salt crustation, paint life is greatly extended and so time, labour and paint costs are saved.

In the case of side trawlers a quick turn round is necessary. But painting is not so important since the vessels were usually built above Lloyds scantling requirements and, although some trawlers are badly corroded at 15-20 years life

stage, it is not considered viable to retrieve the situation.

The freezers demand much higher standards of protection. A reduction of thickness by corrosion of the lighter steel scantlings would require renewal of plates, together with the removal of internals and attachments, all of which would involve owners in astronomical costs.

The firm also operates a free advice service.

SLIP TO TAKE THE LOT

EYEMOUTH Boat Building Co. is to carry out improvements costing £30,000 to the slipway beside Eyemouth harbour.

Managing director, James Evans, said: "We will be able to repair boats 75 ft. long instead of 60 ft., which means we will be able to handle all the Eyemouth vessels."

The water depth at the bottom of the slipway is being deepened by 1½ metres.

PAIR TRAWLING TREND-SETTERS

NEARING completion at the Geo. Thomson yard at Buckie are two trawlers which break new ground. They have been specifically built to work together on pair trawling.

The identical trawlers will be owned by Ian MacDonald and Joe Aiken who have worked very closely with the designers, the Napier Company of Arbroath, and with the builders to ensure that they get exactly what they want. Both owners have a great deal of experience in pair trawling and have used it to the full.

The wooden hulls are 64 ft. long, with a beam of 18 ft. and draft, 8 ft. They have a wide transom stern and are built with oak timbers and frames and larch planking. The hulls are fairly conventional, but the deck layout varies considerably from normal practice.

A stern gantry provides the normal leads for the trawl warps, but they go forward just inside the bulwarks to the forward end of the aft deck where blocks direct the lead athwartships to the Sutherland twin-barrel winch.

This gives a clear deck aft with no wires running across it. The barrels on the winch are mounted fore-aft and they are wide and shallow.

Each will hold 800 fathoms of 1½ in. wire and the shallow drum allows the pull to be nearly equal at each point in the haul.

A Lossiemouth split horizontal net drum is mounted close to the winch on the port side. This gives a direct lead to the transom roller mounted just above deck level and so the full length of the deck is available to haul the net, at the same time leaving the whole of the starboard side clear.

The wheelhouse is well forward and merges into an aluminium whaleback at the bow. Under this at maindeck level is the galley and messroom. Below the messroom is the engine room situated right forward, with

the sleeping quarters aft of this.

Aft again comes the fish hold, which measures 23 ft. by 12 ft., and then right at the stern are two 500-gallon fuel tanks situated each side of the steering gear.

Whilst this layout means a long propeller shaft, it gives comfortable crew accommodation over the full width of the hull and a large fish hold. Initial plans are to line the fish hold but not to fully insulate it. There will be portable divisions so that fish can either be boxed or carried in bulk when industrial fishing.

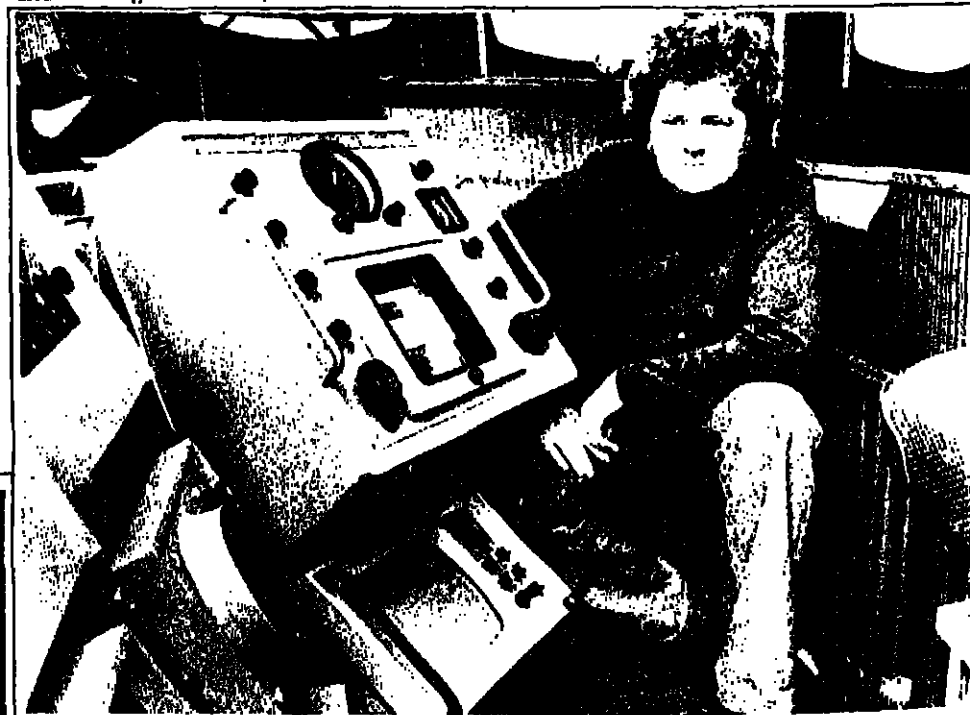
The boats are each powered by a Volvo TMD 120A which produces 260 hp. This will drive through an MRF gearbox with a high 5:1 reduction ratio.

The propeller works in a Kurt nozzle and, with this arrangement, the owners hope to get a very high pulling power together with a good fuel economy. The hydraulic pumps and other auxiliaries are driven from the front of the engine.

The two WFA-approved boats are being constructed side-by-side and are due to be launched within a week of each other. The owners hope to be pairing by early summer.

The normal crew will be five, but if fishing becomes more restricted they will have to go prawning with a smaller crew.

This type of vessel could well prove to be the prototype for the medium sized fishing boat of the future.



Skipper Tom Stevenson with the CQ scope (bottom centre) aboard *Green Field*.

'FORESTER' AGAIN

HULL OPENED this week with wet fish landings of 1,895 kits from one trawler and one Danish seiner.

Hamling's *St. Dominic* (Sk. D. Platten) — back from a 17-day trip to the North Sea coast — grossed £43,717 for a turnout of 1,390 kits, including 574 kits of haddock, which averaged 235.87 per kit (the vessel's codstuffs average per kit was £29.29).

The same day the Danish seiner *Torba Maybitt* made £7,307 for 505 kits, mostly codling, caught in a 14-day

North Sea trip. Newington's *C. S. Forester*, winner of the Hull Distant Water Challenge Shield in 1976 and 1977, heads the first monthly table in 1978.

The latest placings list issued last weekend shows a 2,128 points gap between this vessel, and the closest contender, Boyd Line's *Arctic Cavalier*, which finished fourth last year.

Marr's *Westella* — only 48 points behind *Arctic Cavalier* — lies third, with Hamling's *St. Dominic* fourth and Boyd Line's *Arctic Vandal* fifth.

'Streamlined'

A NEW streamlined approach to engine parts distribution and service in the southern half of Britain is being introduced by R. A. Lister & Co.

Lister makes diesel engines up to 250 bhp. Saville Tractors Ltd. and Nicol & Andrew have been appointed parts and service distributors for the southern half of Britain.

Saville has 35 years' experience of serving the construction and agricultural equipment industry, operating from 11 depots. Each depot will stock a comprehensive range of Lister parts and

to 15,000 part numbers being centrally controlled from a computer at Stratford-upon-Avon. There are overnight delivery services between all depots.

Nicol & Andrew has been distributors for Lister of Dursley, Gloucester, for many years and, in 1976, was appointed distributors for Scotland.

Field service for marine engines will be greatly improved by an increased number of specially-trained service engineers available in the Saville and Nicol & Andrew companies, according to Lister.

Scope on sale soon

SIMRAD's new CQ sonar scope is proving its worth aboard the trawlers *Pescoso II* and *Green Field* for mackerel fishing. They are the first boats to have the units fitted.

The CQ scope operates with Simrad SL, SK, SG, SQ, ST and SU sonars and will become generally available soon.

The 12 in. screen incorporates an origin offset capability whereby the picture can be adjusted to give maximum view in any direction, including astern.

The CQ covers all the ranges of the sonar concerned — changing automatically — plus two extra short ranges (0-75, 0-150m) not provided on paper.

Skipper Tom Stevenson of *Green Field*, which has an 800 ft. sonar, said: "A lovely picture. A big advance on the old scopes. It gives returns at 3,500 m. I said he liked the picture, the two extra ranges and the picture."

Norway tries Scottish seining

THE SUCCESS of Scottish seine net fishermen off Norway has been carefully noted and now Norwegian fishermen may adopt this method outside coastal waters.

Norway's Institute of Fisheries Technology Research has been carrying out tests with 'flyshooting' gear in the North Sea and Barents Sea.

Previously, Norwegians had only used the seining technique for fishing shallow water around the Lofoten Islands and off Finnmark.

According to the institute, more than 200 Scottish boats with seine gear are taking a large part of their annual catch in the Norwegian North Sea zone.

The Norwegian sector of the North Sea is particularly suitable for seining, says the institute.

Test seining has been conducted since 1976 using the 78 ft. wooden fishing boat *Nioen*. The vessel, fitted with

a 400 hp engine, operates with a crew of five, including the skipper.

Norwegian hydraulic rope drums and a Scottish seine winch were installed, plus guide rollers for the ropes. A 110 hp diesel was installed to power the high-pressure pump.

Tests showed that, by using drums for storing the seine rope, it was possible to drift with much greater rope lengths than before.

This, says the institute, opens possibilities for seining at greater depths and farther

out to sea than has been usual in Norway.

The rope drums also mean reduced wear as kinking of the ropes is avoided.

The Scottish-style rigging has been modified so that the ropes are guided overboard during setting to provide an open and safe working deck.

Deck machinery has been controlled from the bridge to free the crew to concentrate on fish handling. North Sea catches often consisted of small haddock and gutting was a mammoth task until a machine was installed.

North Sea prospects appear good for seine fishing, but possibilities in the Barents Sea are said to be still an open question.

Technically it proved possible to operate the seine at depths of about 200 fathoms where the bottom was even and not too stony or soft. Further work is needed to adapt to fishing in these depths, however.

TAX TO STAY ON SAFETY LIGHTS

AN MP has taken up the call in *Fishing News*, February 17, to cut the luxury bracket VAT rating on navigation lights.

Alick Buchanan-Smith MP (Con., Angus and Mearns) asked the Chancellor of the Exchequer if he would abolish the higher 12½ per cent VAT rate on items essential for the safety of fishing vessels, such as navigation lights.

The short answer was 'no'. Replying, treasury financial secretary Robert Sheldon said: "The 12½ per cent higher rate of VAT applies to goods of a kind suitable for

use as parts of higher rated boats. It would be impracticable to distinguish for VAT purposes between identical parts according to the type of boat in which they are to be installed.

"In practice, VAT-registered traders buying such equipment for their business use may reclaim the VAT as input tax."

"However, the higher rate does not apply to liferafts which comply with the requirements of the Merchant Shipping (Life Saving Appliances) Rules 1965, nor to safety equipment such as flares, lifebuoys, lifejackets, safety harnesses and fire extinguishers."

WFA to export Girl Rona

A DEVON trawler which was raised from 200ft. down after sinking last year is to start a new career in Brunel, south-east Asia.

The 60ft. Teignmouth boat *Girl Rona* is being purchased by the White Fish Authority on behalf of the Brunel Government. She is to be used as a fisheries research and training vessel.

Final contracts still have to be signed, but the price of the boat, including equipment, is understood to be around £150,000.

Some modifications are being made to *Girl Rona*. These will include fitting sonar, altering the fishroom and expanding the accommodation.

This work is to be done by a Humber-side firm, as yet unnamed.

The vessel will be commanded by an ex-Hull trawler skipper, Mervyn Hough, who will work with a scientist and four crew. He will train the crew and the

vessel will operate on the offshore grounds out to 40 miles from the coast.

Girl Rona, owned by Reg Matthews, sank in a storm after springing a leak off Dodman Point. Five-ton flotation bags were used to bring the vessel up 60ft. at a time before she was towed to shallow water. The wreck is believed to have been sold for a three figure sum.

Danfoss can now offer you Eaton's complete programme of hydrostatic transmissions for closed circuits. The programme includes variable axial piston pumps and constant and variable axial piston motors in five sizes from 54 cm³/rev (3.3 in³/rev) to 125 cm³/rev (7.6 in³/rev). Sizes up to 480 cm³/rev (29 in³/rev) will be introduced later.

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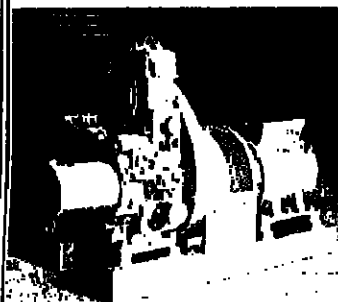
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Auxiliary Set to the new trawler
ALTAIRE

wish Skipper John Peter Duncan
and Partners good luck and
good fishing

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Marine Aux. Set comprising HRW3MA
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Good wishes

to Skipper John Peter Duncan
and his Partners of

ALTAIRE

from her builders

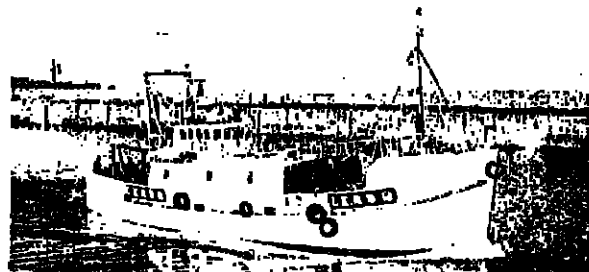
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BENLLECH - ANGLESEY - WALES

SHETLAND 'SHIFT' BOAT

— nine crew to keep 74-footer hard at it

SHETLAND'S latest
wooden trawler is in
for a hard life. The 74
ft. *Altaire* has a total
crew of nine so that
three can be resting
ashore while the boat
gets in as much fishing
time as possible.

She has been built by J.
and G. Forbes of Sandhaven,
near Fraserburgh, for a
partnership of seven
Shetlanders headed by
Skipper John Peter Duncan
of Ollaberry.

Revival

The transom sterned vessel
is fitted for trawling only and
Skipper Duncan said they
plan to catch white fish for
human consumption,
although the boat can go in-
dustrial fishing.

Catches will be put ashore
at Lerwick as there are no
facilities for larger vessels at
Ollaberry, a port in the
Northmaine district at the
northern end of the Shetland
mainland.

During the last eight years
or so there has been a revival
in the fishing industry in the
Northmaine area. About 20
jobs have been created
aboard boats bought by local
skippers.

Around another 20 people
work at the Northmaine
Fish Processing Co. which
buys fish from boats owned in
the area.

A number of men who had
moved away to find employ-
ment have now been en-
couraged to return home.
These include Alistair
Inkster, who came back from
England to take command of
a local boat. He is now to sail
as mate aboard *Altaire*.

John Peter Duncan has
been a skipper for about eight
years and *Altaire* is his third
command. She is of
traditional Scottish design,
with the deckhouse aft, but
has one or two unusual
features.

The boat is fitted with a
propulsion nozzle from the
Dutch firm of Hodi.

Marketed in the UK by
Morep Ltd. of Halifax, Hodi
nozzles are fitted to several
Aberdeen trawlers and their
increased towing power leads
to a big reduction in fuel con-
sumption.

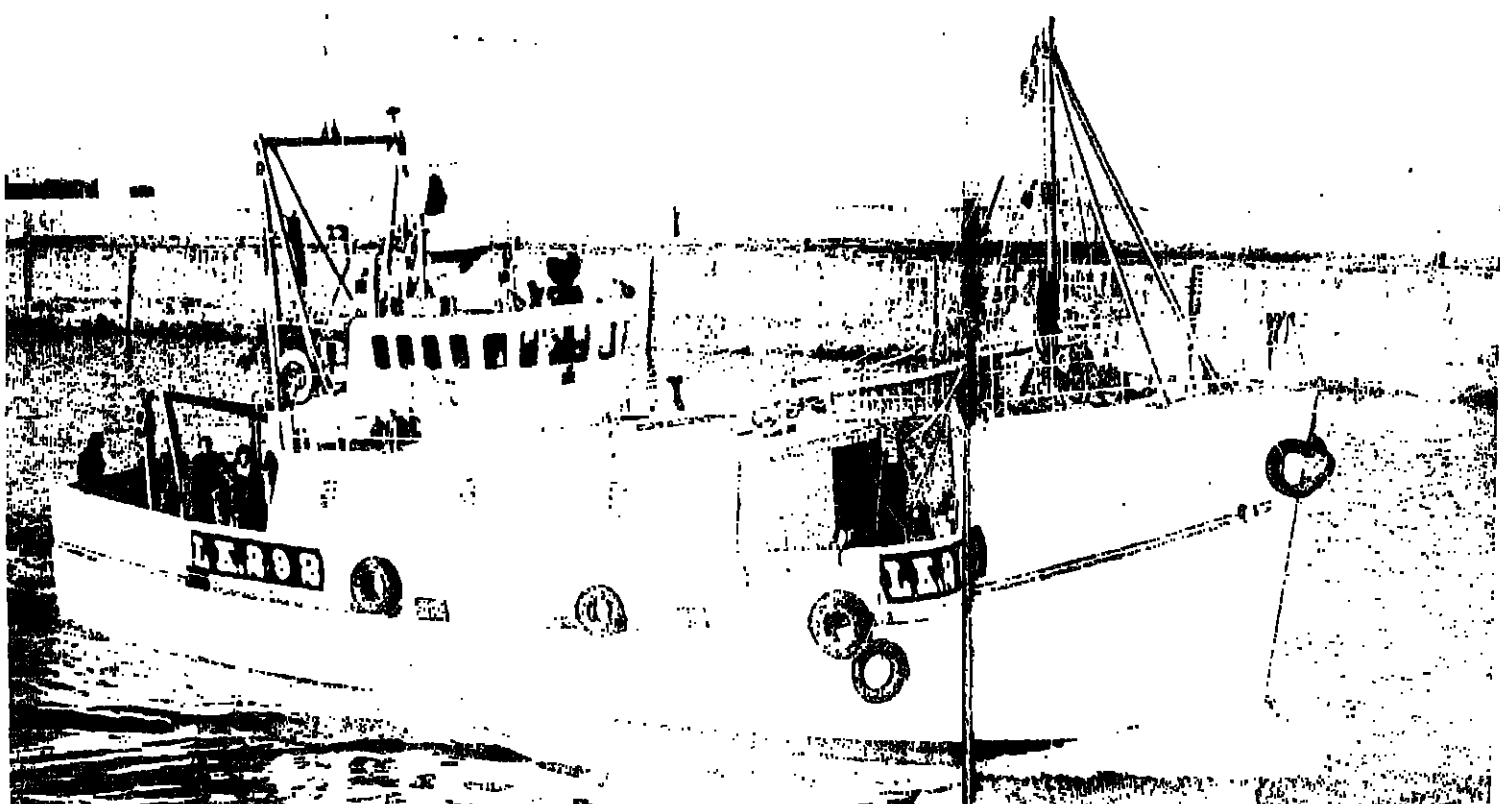
Skipper Duncan told
Fishing News that he chose
the equipment after seeing it
on display on the Morep
stand at the Catch '76 fishing
exhibition in Aberdeen.

Shelter

The equipment is supplied
together with a propeller
which has been specially
designed to fit the nozzle for
maximum efficiency.

Another distinctive feature
of *Altaire* is her long
deckshelter which gives her
an unusual profile.

J. and G. Forbes and Co. of
Sandhaven is well known as a
builder of stout wooden-
hulled vessels which are both
good looking and seakindly.



The 74 ft. wooden trawler *Altaire* (above) has been built for a partnership of seven Shetlanders

Altaire is the yard's first com-
pletion of 1978.
Propulsion is by a Kelvin
TBSCB electric-starting
diesel engine which develops

495 shp at 1,315 rpm to drive
the fixed-pitch propeller
through a Reintjes WAVE
gearbox of 4:1 reduc-
tion.

ment driven from the
engine includes a
Giles and Gordon
bilge and general
pump, a Norwinch

one of 3.6 kW and the other of
6.8 kW.

Another GGG bilge and
general service pump and
Transmotor 24 V generator
are driven from the 37 hp at
1,500 rpm Lister HRW3 aux-
iliary set. This was supplied
by Wilmar Engineering of
Aberdeen.

A total of 3,350 gallons of
fuel oil are carried in tanks in
the engine room and aft. The
engine room is very tidy and
uncluttered for a vessel of her
length. As is customary with
Forbes-built boats, the
engineering work was carried
out by the Seaford Marine
Engineering Co. of Fraser-
burgh.

Hydraulics

Electrics were handled by
R. D. Downie and the plum-
bing and hydraulic installa-
tion was carried out by
Stephen and McNab.

The hefty Norwinch TC11
trawl winch is fitted
athwartships, on the main
deck forward, and has local
controls.

A Lossie Hydraulic Co. 24
in. power block is hung on a
derrick aft of the deckhouse,
and the Norwinch boom
swinger is fitted at the base
of the foremast.

Trawl gallows are fitted on
the quarters and the deck
layout enables the vessel to
tow her gear over the stern.
When the net has been haul-
ed, the bag of fish will be
taken alongside for lifting
aboard forward by the fish
derrick. This unit also
doubles as the landing
derrick.

The fish room, insulated on
the bulkheads, is fitted with
steel stanchions and wooden
boards. Its main hatch is
divided into two, with one
half being below the deck
shelter.

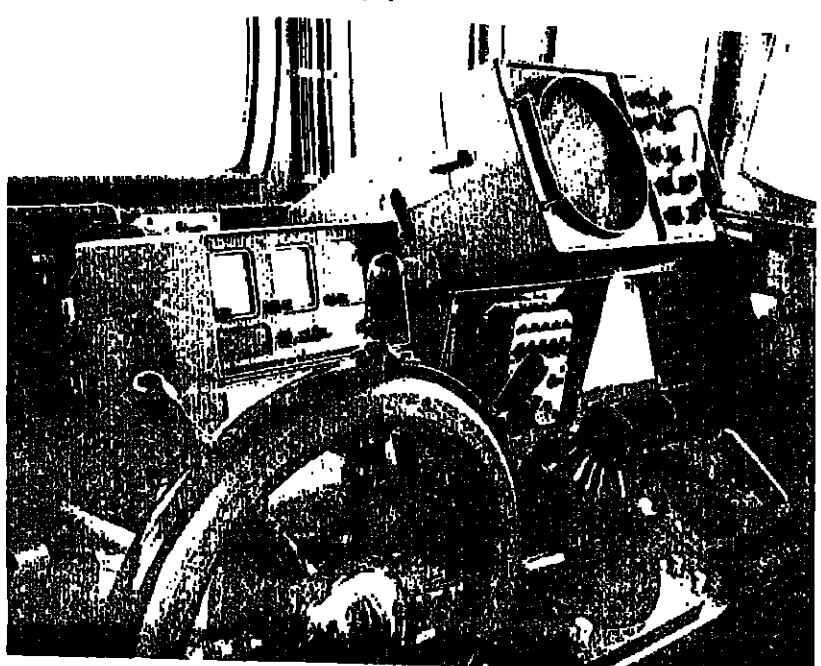
A smaller hatch is fitted
over the after end of the fish
room. It is located below
another hatch in the deck
shelter and can be used for
discharging industrial
catches.

Mitchells (Fraserburgh)
Ltd. carried out the metal
fabrication work including
the steel deckhouse and
masts, also the aluminium
wheelhouse, whaleback and
deck shelter.

Gilson blocks are from
Ansell Jones and Chalmitt
rubber-cased floodlights are
housed on the superstructure.

Fish finding equipment in
the wheelhouse comprises

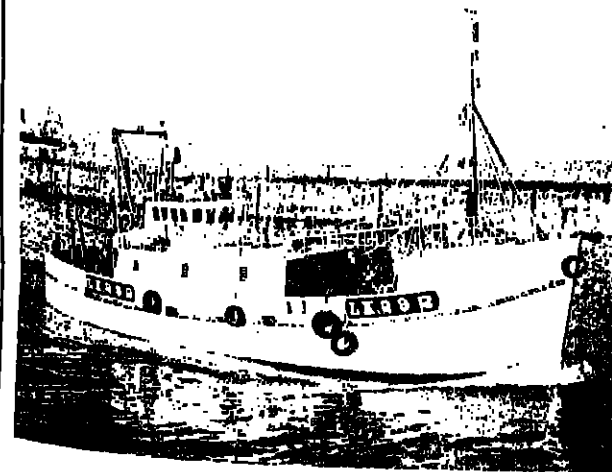
Right: the powerful Norwinch TC11 trawl winch, positioned on the main deck
forward, is fitted with local controls. Below: *Altaire's* wheelhouse equipment
comprises Wesmar 85220 sonar and Atlas 720 Fishfinder amongst the other
communication and navigation equipment.



Turn to page 14

Power and Efficiency from Lossie Hydraulics for the new trawler **ALTAIRE**

Congratulations
to
**Skipper JOHN
PETER DUNCAN
and his Partners**



Above: Skipper John Peter Duncan of *Altaire* (right), who
Inkster, plan to work her on white fish. Below: *Altaire* at the
yard at Sandhaven, near Fraserburgh, before launching.

POWER BLOCKS - (UP TO 36" DIA. SHEAVES)
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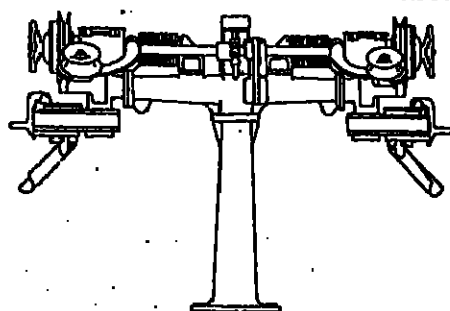
STEPHEN AND McNAB MARINE PLUMBERS

ALL GOOD WISHES TO SKIPPER
JOHN PETER DUNCAN TOGETHER
WITH HIS PARTNERS AND CREW
ON

ALTAIRE

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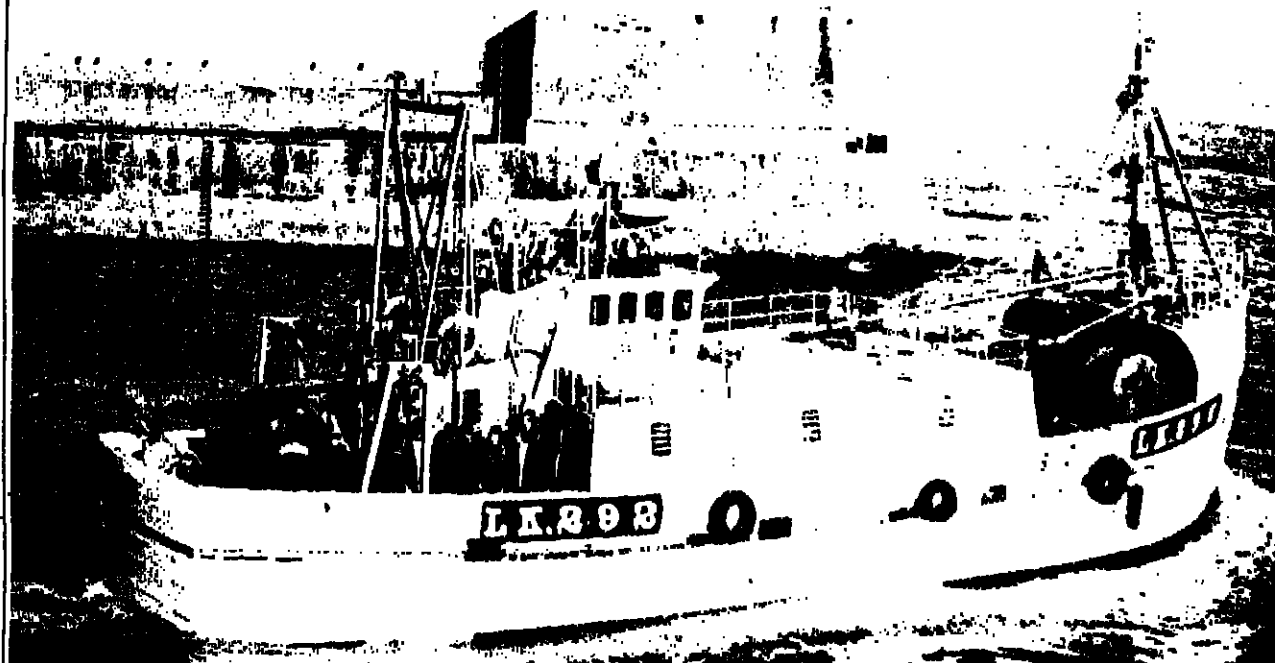
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SHETLAND 'SHIFT' BOAT



From page 13

Wesmar SS220 sonar and
Atlas 720 Fishfinder, the
latter being supplied by the
new firm of Atlas UK Ltd.

Decca supplied most of the
communications and naviga-
tion equipment, including
"Sailor" T128 R105
SSB radio telephone;
"Sailor" RT144B vhf radio
telephone; Audix Intercom
system; 350 T Track Plotter;
two Mk. 21 Navigators; 450
Automatic Pilot; RM 914C
and 060 radars; and "Sailor"
RT114M Watchkeeping
Receiver.

The 914C radar suppresses
rain and sea clutter and is to
be fitted with the VP2 unit to

remove noise and in-
terference. This unit also
brightens the picture and
enlarges the more distant
echoes.

Other fittings in the
wheelhouse include Speich
blade-type window wiper,
Tenford 115 ESG steering
gear and Morse dual station
engine controls.

The galley, located in the
after part of the deckhouse, is
equipped with a New World
Conquest gas cooker and
vaillant water heater. A Gon-
dolestic Gas Sentry gas detec-
tor is fitted.

Accommodation in the fore
end of the deckhouse, below
the wheelhouse, includes
W.C., shower and the

messdeck. A fresh water tank
in the stern carries 500
gallons.

The crew's cabin below
deck, aft, is heated by a
Refleks oil stove which also
feeds radiators in the
boat's deckhouse and
wheelhouse.

Altair's engine room fire ex-
tinguishing system is a
Marinex 60 Halon gas unit
from Anglesey Fire Protec-
tion supplied and fitted by
Stephen & McNab of Fraser-
burgh. The system, protecting
a volume of 3,715 cu ft., is
contained in a small cabinet
mounted above the
wheelhouse/galley. The
Marinex 60 weighs only 80lb.

Her Marinex 242 fire
detection/alarm system, also

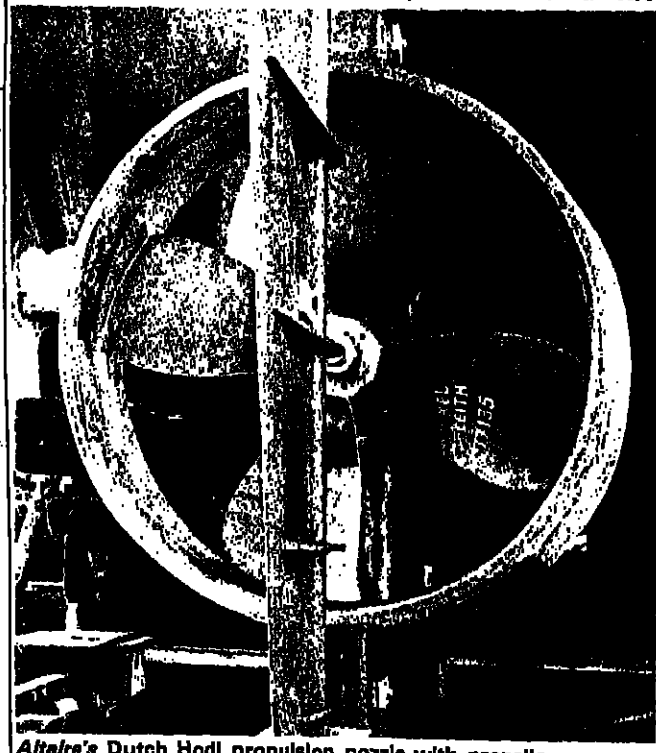
Altair has a total crew of six.
With only six aboard "it one
time, she will get as much
fishing time in as possible.

from Anglesey Fire Protec-
tion, was supplied and instal-
led by R. D. Downie of Fraser-
burgh.

The system combines
both heat and smoke detec-
tion to give early warning of
overheating or fire in the
engine room or cabin where
detectors are sited.

Should the wiring be
damaged, an instant warning
is given by twin amber lamps
and horn. The damaged wire
is identified on the control
unit.

Other fire extinguishers are
from L. & C. Fire Appliances
Ltd. of Aberdeen.



Altair's Dutch Hodi propulsion nozzle with propeller.

HODI VAN VOORDEN

ARE PROUD TO HAVE SUPPLIED

THE **NOZZLE AND
PROPELLER**

TO M.F.V.

"ALTAIRE"

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diesels in fully marinized and
reconditioned form.

The basic engines are in-
dustrial units which are
overhauled with new or ex-
change parts being fitted to
replace the pumps and elec-
trical equipment.

All the reconditioning equip-

ment is new and of good
marine standard. Darglow
even offers a six-month
warranty with each unit.

The four-cylinder unit
produces 71 hp and the six-
cylinder unit, 113 hp. They
are supplied mated to either a
PRM or a Borg Warner gear-
box and the price is around
two-thirds of a new unit. Full
installation kits are available
with the engines and these in-
clude both propeller and
shaft.

These reconditioned
engines are fitted in both new
and older boats.

Steel vessel orders start coming in

THE FIRST of a new
35 ft. long class of steel
fishing/workboats be-
ing built by the
Salisbury-based firm
of Avon-Brunel Marine
is nearing completion.

The prototype is destined
for Egypt, but the second has
been sold to Jersey, in the
Channel Islands, as a fishing
boat. Some four more boats
are on order for fishing.

Avon-Brunel has received
over 80 enquiries since the
design was completed and
advertised. Now, several more
contracts are nearing comple-
tion for this design to be built
as a fishing boat.

The hull is of the twin-
chine type with a transom
stern. All of the plating
follows developed curves so
that no difficult plate bending
is required.

The beam is 11 ft. and the
draft between 3 and 3.5 ft.
depending on the machinery
fitted. Fuel capacity is 200
gallons and this can be either
in separate tanks or built in-
tegral to the hull.

Vessels can be fitted with
either a forward or aft
wheelhouse to suit re-
quirements. The hull can be
completed by the customer or
Avon-Brunel with a variety of
equipment as options.

The machinery fitted can
be either single or twin screw,
with the optimum single
engine being the Ford 6-
cylinder diesel. The speed
range depending on the
machinery fitted is between 9
and 12 knots.

The boat for Jersey is fitted
with a re-conditioned
Darglow 6-cylinder Ford

engine which develops 113
hp.

She will be a forward
wheelhouse version and has
been ordered by North Jersey
Fisheries Ltd., Avon-Brunel's
agents in the Channel
Islands. Avon-Brunel is
looking for agents in Europe

as it anticipates a con-
siderable export market for
this design.
The cost of the bare hull
with fittings is £4,750 design-
ed to Lloyd's requirements,
allowing the boats to be com-
pleted to Lloyd's standards if
required.

NEW DESIGNS BY KENT YARD

A FAMILY-RUN
boatyard in Kent is hop-
ing that the first orders
for its two new 28 ft. and
36 ft. steel fishing vessel
designs will be booked
soon.

Conyer Marine of Conyer
Quay, near Sittingbourne, is
talking with some Essex
fishermen interested in order-
ing inshore boats.

The firm is just venturing
into the fishing boat market
with the two designs which
have been prepared this year
— and a boat could be in the
water within about six
months. Building time is es-
timated to be some four
months.

Boats would be based on
standard steel hulls and the
main dimensions of the
smallest one are: length
overall, 28 ft.; length on the
waterline, 23 ft. 3 in.; beam, 9
ft. 6 in.; and draft, 3 ft. 4 in.

The firm recommends an
engine of up to 100 hp and the
price of the hull is £5,850.

Conyer's 36-footer has a
waterline length of 30 ft. 10

in.; beam, 12 ft. 6 in.; and
draft, 4 ft. 3 in. Hull prices
start at £12,785.

The yard will fit out the
hull's to any stage and offers
dock layouts to suit in-
dividual fishermen. Hulls will
be supplied with the
steelwork shot-blasted and
primed.

History

Fuel and water tanks will
be built in and the rudder,
stock and tube, stern tube
engine beds, structural
bulkheads, access hatches,
bollards and sampson posts
will be fitted during construc-
tion.

Boats have been built on
the site of the Conyer yard
since the turn of the century,
although the Spears family
took over in 1967 and now
employs 12 workers. It
recently completed a big

62 ft. long steel catamaran.

The yard has slipway
facilities for boats of 66
ft./40-ton under cover and
undertakes DoT work and
commercial repairs.

Above: the prototype Avon-
Brunel 35 steel hull takes
shape at the firm's Salisbury
factory. A potter for Jersey will
be finished soon.

Recalling some of the
stories which appeared in
our columns this week 50
years ago.

MARCH 10, 1928

EIGHTEEN men drown
when Icelandic trawler
John Forseti grounds at
Staines.

ROUGH seas cut off in-
habitants of Tory Island
from mainland for
several weeks. Islanders
forced to live on limpets.

FIFTEEN-foot live whale
washed up on Belhaven
Sands near Dunbar. Deep

gash in its tail indicates it
was struck by a ship's
propeller.

SOVIET armen scouting
White Sea discover party
of fishermen stranded on

ice-flow. They had been
there eight days without
food or water.

CANADIAN seal hunting
fleet to be directed by
plane specially built in
England. It has a range of
500 miles.

ABERDEEN trawler Wm.
Butler stranded on rocks
at North Head,
Peterhead. Crew rescued
by breeches buoy.

BOILED cod's heads be-
ing used to decorate
ladies hats. After the
head has been boiled and
deodorised, sealing wax
is used to attach it to the
hat.

Billingsgate

IT IS PERHAPS one indication of the shortage of peo-
ple employed and customers attracted to Billingsgate
that the facilities for refreshment have now become so
poor.

Not that long ago three pubs opened their doors
at 7am: the Old King's Head and Mermaid on the
Lawn, the Yarmouth Packet opposite the Customs
House and the Cook, directly across the road from the
market.

One could rely on finding certain people at certain
times in certain bars and, usually, imbibing certain
drinks of which whiskey in hot milk was a winter
favourite.

There was a sufficient number of bars and variation
in their prices and accommodation that a natural selec-
tion took place that allowed business to be done here,
while the fortunes of West Ham were discussed at the
top of half a dozen voices there. Alas, this is no longer
so.

One bar in one pub remains. Its clientele is not the
most civilised, its surroundings not the most
salubrious. We occasional, rather than compulsive,
drinkers are forced to stay teetotal at least until 11am.

Nor is the situation much better where non-alcoholic
drinks are concerned. Cafes lost in the various waves
of re-development to the north of the market have
never been replaced. There was Brazier's in Monument
Street, the Pie Shop in Botolph Alley, Nell's by the
Customs House, Len's Milk Bar up at St. Mary at Hill
and, the most famous one of all, the cafe in One Tree
Park. Now they are gone. All that is left is the grandly
named, if not grandly equipped, Piscatorial Cafe in the
market itself and a coffee stall in the lorry park.

While a few buyers still use Plumbo's and Frank's in
Fish Street Hill, there is really nowhere to take a
reasonably discerning visitor; nowhere to discuss
business over a poached finnan, nor future supplies en-
sured by the suitable entertainment of one's coastal
man to a pair of grilled kippers.

The time was when one of the highlights of a visit to
Hull was breakfast in the Merchants' Club. It is strange
that Billingsgate, even in its heyday, never produced
anything like that.

**50
years ago**

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and our pot, line, net haulers and gurdies
can be incorporated into the hydraulic
system.

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phone call away to advise on types
of equipment, service speeds, install-
ation methods, etc.

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a lesser deal? For immediate details
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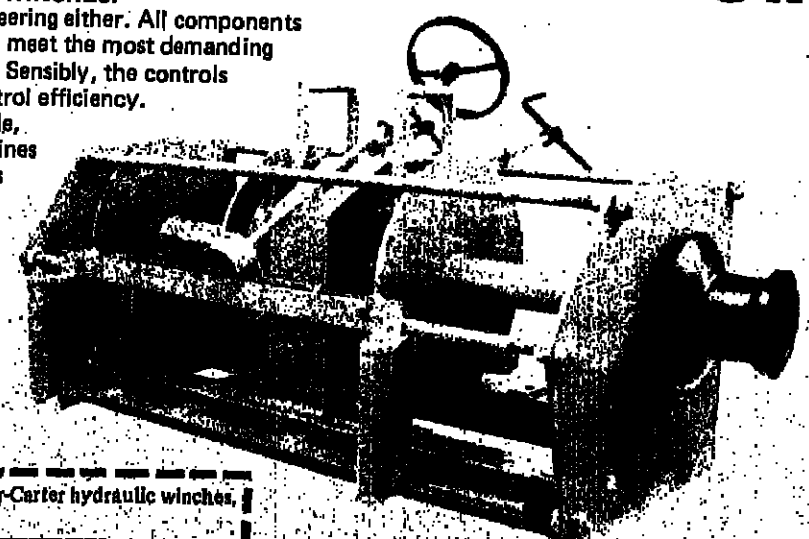
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The top thirty

Country	Catch in '76	Place	Catch in '75	Place
Japan	10,619,917	1	10,524,204	1
USSR	10,133,670	2	9,935,606	2
China	6,880,000*	3	6,880,000*	3
Peru	4,343,125	4	3,447,490	4
Norway	3,436,266	5	2,560,438	5
USA	3,003,901	6	2,742,703	6
S. Korea	2,406,685	7	2,133,371	7
India	2,400,000	8	2,328,000	8
Denmark	1,911,637	9	1,767,039	9
Thailand	1,840,396	10	1,552,984	10
Spain	1,483,162	11	1,523,092	11
Indonesia	1,448,000	12	1,381,614	12
Philippines	1,429,811	13	1,381,614	13
Chile	1,284,214	14	929,459	14
South and S. W. Africa	1,212,214	15	1,396,994	15
Canada	1,135,701	16	1,028,772	16
UK	1,050,722	17	979,717	17
Vietnam	1,013,500*	18	1,013,500*	18
Iceland	986,137	19	994,791	19
Brazil	950,000*	20	836,000*	20
Taiwan	900,000	21	779,000	21
France	805,925	22	805,785	22
N. Korea	800,000*	23	800,000*	23
Poland	750,072	24	800,737	24
Bangladesh	640,000*	25	640,000*	25
Mexico	572,285	26	499,345	26
Burma	501,560	27	485,140	27
Nigeria	494,767	28	478,216	28
W. Germany	454,440	29	441,711	29
Italy	420,278	30	416,974	30
WORLD TOTAL	73,467,000		69,893,100	

*An FAO estimate, or repeat of figure for preceding year.

World catch rises to 73m tonnes

THE WORLD fish catch — which has hovered between 66 and 70 million tons a year since 1970 — rose by just over five per cent in 1976 to a new record total of 73,467,000 metric tons. This was more than 3.5 m. tonnes above the 1975 catch.

There was good news for the home fishing industry for the UK moved up from 18th to 17th in the world league. Our catch topped the 1,000,000-tonne mark to reach 1,050,722 tonnes in 1976.

Details of the 1976 catch by species, regions and countries are given in Vol. 42 of the Food and Agriculture Organization's Yearbook of Fishery Statistics. The top 30 fishing countries accounted for more than 90 per cent of the catch and are shown in the table (left).

UK TOPS MILLION

and the USA. Also reporting improvements were Japan and the USSR, although the Soviet haul (a record 10,133,670 tons) was far below the figure of around 13 m. tons mentioned early in 1977 in news agency reports from Moscow.

The Peruvian catch, which had fallen to 3,447,490 tons in 1975, was boosted by a much better harvest of anchovy to reach 4,343,125 tons. 1977 was a disappointment for the

hard-pressed fish meal industry with an anchovy haul only about half what it was in 1976.

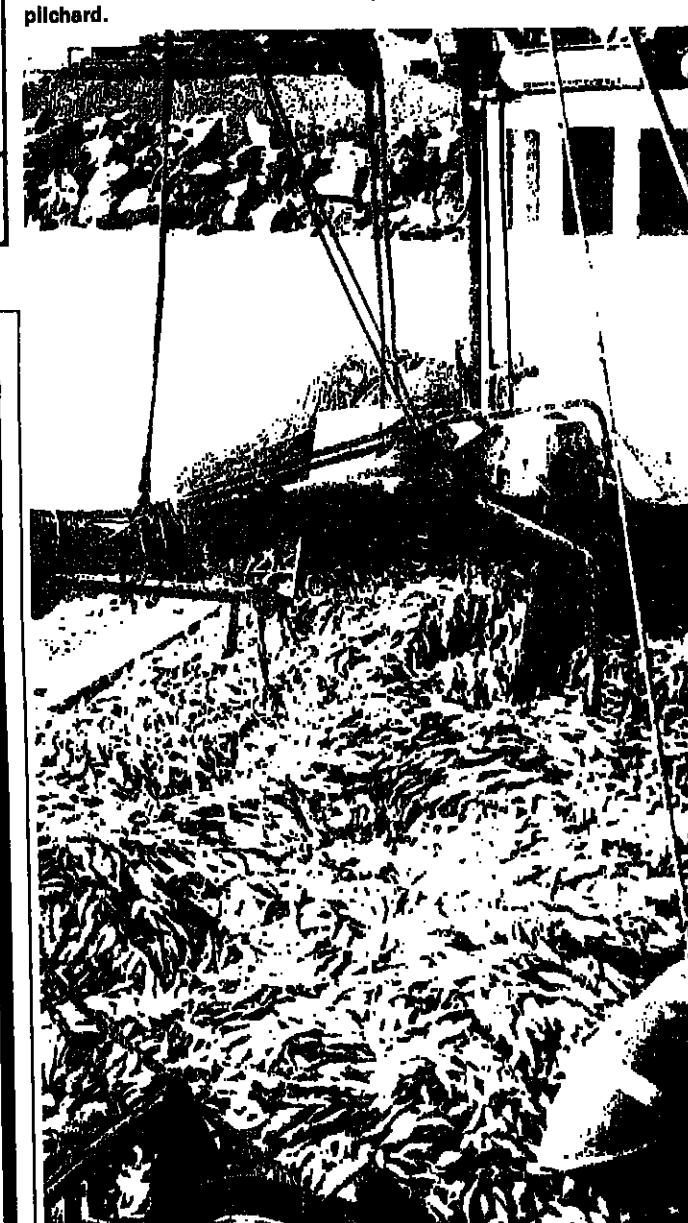
In the United States, a menhaden catch of 925,000 tons helped to take the industry past three million tons.

Capelin

Norway was also among the three-million-ton nations, thanks to her record harvest of capelin.

This small fish is now moving up to challenge the Alekta pollack as the species providing the largest volume of catch to commercial fishermen.

More details of world catch statistics are given in the latest (March) issue of our sister newspaper, *Fishing News International* priced at 75p.



fishing news

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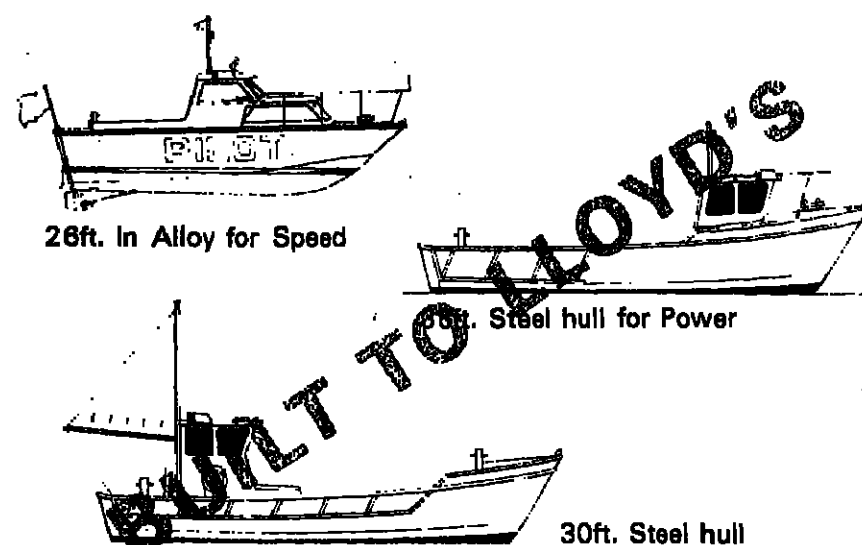
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Mr. Le-Boucq
North Jersey Fisheries Limited
Park Place House
Tunwell Street,
St. Helier, Jersey G.I.

Sonar boat starts work

KENDURE, a 32-footer fitted with an American Wesmar sonar, is now fishing out of Newlyn, Cornwall.

She has been hummed in by the weather for about half the time since her launch in February, but made a 300-stone landing of mackerel on her maiden trip.

Sea conditions changed on her second trip and only 50 stone was brought back. Skipper Ken Brian told *Fishing News* they just caught the tail end of the mackerel season and had now switched over to lining for the summer.

The Cygnus GM32 GRP-hulled boat is one of the smallest commercial fishing craft in the UK fitted with a sonar. She has the Wesmar SS 180 with a 500-metre range and 350 deg. search.

"The sonar is the nearest thing to TV", said Skipper Brian, who has invested around £4,000 in buying the unit from Seabourne Electronics of Plymouth and having it fitted.

We need more experience with the sonar as we are still wondering if certain marks are fish, he told *Fishing News*.

Research cost

THE COST in 1977-78 of contracts placed by the MAF's chief scientist on marine fisheries research and development work is estimated at £6.7 million, according to a written Commons reply by Edward Bishop, Minister of State, Agriculture and Fisheries.

He planned to take a trip with a local Stevenson Co. trawler equipped with sonar to glean some more information.

He was very pleased with the first trip but, owing to the weather, they had not given her a real test yet.

The boat has the skipper's son, David, aboard plus two other crewmen, Tommy and George.

FREEZER LOOTING—TEN GO FREE

NO CHARGES are to be preferred against the nine men and one woman arrested on board the wrecked Hull freezer trawler *Conqueror* in January.

The 1,100-ton fishing vessel went aground near Mousehole just after Christmas.

The ten local people had been arrested on suspicion of theft and were given police bail to appear at Penzance police station at a later date, pending further enquiries.

A CREWMEMBER of the Buckle-registered *Strathpeffer* was lost on Tuesday night. Six boats joined in the search for the missing man, but no trace could be found.



Skipper Ken Brian (left) and his son, David (right), aboard *Kendure* with crewman, Tommy. Above: the SS160 sonar in the wheelhouse.

Trawler leaves

Fleetwood

FOLLOWING the news that BUT is pulling its ships out of Fleetwood comes further bad news with the return to Lowestoft of Boston Group's 80-ft. trawler *Boston Beaver*. She was transferred to Fleetwood during 1977 and arrived back at Lowestoft late last week.

It is not yet known what her future is, but she is currently laying at her owners' yard at Lowestoft.

Police visits were also made to premises at Hayle and Penzance and, in all, equipment and property worth some £25,000 were recovered.

'Curlew' returns

THE FORMER Grimsby North Sea trawler *Ross Curlew* is now back at the Humber port from Aberdeen for major engine and gearbox repairs.

BUT Engineers (Grimsby) Ltd. is carrying out the work and has had to slice away half the funnel casing and surround (see below) to gain access directly over the machinery.



SPARES ON DEMAND

AN ENGINE firm's dealer network has just been reorganised.

Volvo Penta UK Ltd. dealers now have the responsibility for the local sales of engines and accessories. A continuous training programme is aimed to give the dealer's sales and service staff knowledge of the latest developments in engine design and servicing techniques.

With the introduction of 14 main stockholding dealers, it is possible for engine owners to obtain spare parts immediately from his local dealer, according to Volvo Penta.

Scots port to go back 'on station'

FRASERBURGH lifeboat station is to re-open later this year when a 48ft. 6in. Solent-class lifeboat is being sent there on a temporary basis. The station has been without a vessel since 1970 when the local lifeboat capsized with the loss of five men.

The decision to re-open the station was taken at a meeting of the RNLI's executive committee and follows a public meeting held in Fraserburgh in January.

Then, an RNLI delegation was told that the town would man and operate a Solent lifeboat.

Crew training at sea is expected to begin in April when the lifeboat *Royal British Legion Jubilee* arrives at Fraserburgh. It is hoped that the station will be operational by early summer.

The first stage is to appoint a station honorary secretary and deputy launching authorities. The divisional inspector of lifeboats for Northern Scotland, Captain R. M. Dabbs, will then form a

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Awarded Defence Standard QS/29 by D.O.A.R.

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Typical 12V-149 Marine Model

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Fish meal award

THE TOPIC of this year's Association of Fish Meal Manufacturers' Research Award in Animal Nutrition is "Recent advances in knowledge of the requirements of the animals."

Each year the association chooses a different field of research and awards an in-silver token and £150 to the best entry. This is the

body's 21st such meal award. Consideration will be limited to papers published or accepted for publication by a recognised Scientific Journal since 1968.

Entries should be sent before June 1, 1978, to: Association of Fish Meal Manufacturers, Hovel House, Orchard Parade, Mutton Lane, Potters Bar, Herts.

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Continued from Page 21

VESSELS FOR SALE

PATHFINDER (OB.181)

Built Nobles of Girvan 1984. O.A. length 59.0ft., registered length 55.2ft., tonnage 34.83. Engine 250hp Gardner, 2:1 reduction gear. Seven ton Norr winch, small ring net winch. Engine overhauled 1977, also boat rewired. Boat property: Wesmar Sonar, one Sailor VHF, one Sailor single side band R/T, Atlas 480 meter and fishlugs, Kelvin Hughes radar and range marker. On hire: Dacia Mk21 and plotter. Also fishing gear with vessel. Enquiries: **GEO. WALKER & SONS,** Fishsalesmen, Malllag, Telephone: (0687) 2306



41ft. ex. Lizard lifeboat, double diagonal mahogany, twin diesel, VHF radio, sounder, full inventory, beautiful condition, sound, lying Hartlepool. Price negotiable around £7,500. Consider offers genuine inquiries. Telephone: Hartlepool 82706.

BARGAIN must sell my new fast fishing boat as space is needed, this boat has 11ft. 2in. of beam with a small shelter for 2nd speed approx 15 knots. Special reduced price of £7,900 includes 100hp diesel and RDF sounder etc. Telephone: Poole 2778.

IP23 Professionally fitted out with forward wheelhouse, 44hp. Lister, all electric, telex steering, all perfect running order. Fair price for today £3,750. Tel: Brixham 58785.

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GM43 from £3,975
Ross Mackenzie Boatbuilding
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32ft. x 10ft. x 3ft. 6in., angling workboat, new construction, pine on oak, Ford 4D, large forward wheelhouse, VHF, sounder, safety equipment, £3,700 on. Telephone: Emsworth 6158 Hants.

28ft. transom stern clinker built, 150hp, 2:1 reduction, built December 1976, ideal for trammel fishing or fishing parties. £3,800. Telephone: Witley 0447 4643 evenings, 0947 4165 days.

73ft., 230hp GARDNER 66ft., 152hp GARDNER 54ft., 114hp GARDNER

Offers and enquiries to: D. M. TAIT 54 High Street, Fraserburgh Telephone: 2280

EX. Admiralty M.F.V., 85ft. x 18ft. x 7.5ft., oak planking on heavy oak frame, Gardner 6L3 engine. Ship's property: Dacia radar, Kelvin Hughes sounder, Sailor VHF, travel winch and gantry. Hull and machinery in good order. Ideal fishing or conversion. £18,000 on. Telephone: Velindre 370642.

M.F.V. 'ALIDA' YH 223

Built Whitby Shipbuilding & Engineering Co. 1958. Length overall 50ft., registered 47.1ft., breadth 15ft. 7in. tonnage 22.54, depth 6.5ft. Engine 780/180 A.E.G. Thornycroft, reduction. Automatic single level control gearbox. Boat's property: Kelvin Hughes radar, Clippor RT and watch receiver, Kelvin Hughes sounder, Hainford, Savolice VHF RT, Marconi auto sounder, power receiver, Scarborough winch hydraulic. On hire: Dacia Mk21 (new) 4 man Hants. This vessel is in first class condition and has recently been completely overhauled and refitted with numerous modifications all to D.T.I. standards. To interested bodies this boat must be seen and tried. Please write for comprehensive list of particulars too numerous to mention in this advertisement. Enquiries to: P. S. Field, 'Alida' Ltd., Sharncliffe Way, Swanton, St. Yvan, Pembrokeshire. Telephone: 63485

TYLER M.F.V., 31ft. x 10ft. 6in. x 3ft. 6in., forward wheelhouse, fully decked, 72hp Leyland Thornycroft, P.M. 2:1 reduction gearbox, VHF, boat's property: Dacia Mk21, Kodak flasher on hire, Mizan, landing boom. Price £10,250. Also if required, Smallwood hydraulic trawl winch and stern gantry, unused to fit vessel. Vessel has been in use only 18 months, fishing from Newlyn, only reason for sale larger vessel being acquired. Telephone: Penzance 81001.

M.F.V. 'Vera' beam trawler 75ft. x 20ft. x 10ft. 6in., extremely stable and seaworthy, engine A.B.C. 520hp at 600 r.p.m., just completed major overhaul, large amount of gear to go with vessel. Telephone: 0803 558300.

22ft. varnished launch, larch on oak, with Kelvin T4 diesel both in excellent condition and ready for sea. £2,750 on. Lying north west Scotland. For details, photos, etc., telephone: 0675 317.

FOR SALE M.F.V. 'Golden Oriole', 47.0ft. x 18ft. x 6ft., built Tyrells, Ashlow, Kelvin Hughes 112 hp, new 1974 Sutherland winch, Beccles coil, Furuno sounder, Woodson R/T, Servico VHF, four man liferaft. Telephone: Arranmore 24.

25ft. WORKBOATS Varsity 28ft., Marks one and two hulls, fitted out with forward or aft wheelhouse as open boats, ideal for trawling, fishing or putting etc., etc. Good craftsmanship and prompt delivery from small south coast yard in realistic prices.

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28ft. angling workboat, forward wheelhouse, 50hp diesel, Forcipor toilet, gas ring, large cockpit, recent survey, £2,500 on. Telephone: Rye 2678.

CREEL boat for sale 'Chusan II', built McCarthy, Wick 76/77, 22ft. x 9ft. 3/32 BMC 1.5 with hydraulic gearbox 2:1 reduction, VHF, Kodak sounder, McKay McCleod hauler. Further details telephone: Poole 331 044 6881.

FOR SALE: Fishing Boat Annabelle B.A. 116. Built by Alexander Noble & Sons, Girvan 1950 for present owner. Length 30' 10" x 14' 2" x 6' 6". Dought fitted with 68 H.P. Kelvin Diesel Mk12 Decca Kelvin Hughes Echo Sounder Ship to Shore Radar & V.H.F. Tiler Winch & M.A.D. hull cutter. Boat and engine in good condition, can be inspected at week-ends.

Arrangements to view: Telephone, Mallowath at Ballinacra 332. Offers to Galsbraith McGowan & Company, Chartered Accountants, 1 Hamilton Street, Girvan. Telephone: 0488 2881.

HARVESTER 38ft. x 12ft. x 4ft. 6in. Scottish M.V.F. 4LW Gardner engine, radar, VHF, P.F. and Decca 21. Vessel in excellent condition, no scratches in hull. Telephone: Littlehampton 5058 (South Coast).

ANGLING boat 26ft. x 9ft. mahogany on oak, forward wheelhouse and cabin, Lister 191hp air cooled engine, licensed 12 passengers, £5,000. Telephone: Farnborough 285 after 6pm.

FISHING boat 28ft. x 10ft. x 3ft., built Gerald Pearce, Looe, October 1977, Iroko-OK, 42hp Thornycroft diesel, hydraulic capstan. Never used due to ill health. Opportunity to buy brand new boat for only £10,000 (cost £13,000). West Coast Yacht Agency, Hobbs Point Yacht Station, Pembroke Dock, Pembrokeshire.

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